SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

111

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, February 12, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER, *General Manager.*	T. H. WILLIAMS, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*	R. L. RUBY, *Assistant Superintendent of Transportation.*

EASTWARD

San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 111

February 12, 1922.

FIRST CLASS

Capacity of sidings and Spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	54	52	50	48	46	102	44	70	42	28	92	40	38	24	502	84	78	36	32	34	Distance from San Francisco	STATIONS
	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Sunset Limited	San Jose Passenger	Santa Cruz Limited	San Jose Passenger	Del Monte Express	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Francisco San Luis Obispo Passenger	San Jose Passenger (Via Oakland)	Scenic Local Passenger	Shore Line Limited	San Jose Passenger	Watsonville Junction Passenger	Express		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SAT. AND SUN.	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		
	6.15PM	5.45PM	5.25PM	5.20PM	5.05PM	5.00PM	4.20PM	4.00PM	3.00PM	2.00PM	1.30PM	1.05PM	11.00AM	9.00AM		8.05AM	8.00AM	7.00AM	6.00AM	2.10AM	0.0	DNR **SAN FRANCISCO** 1.9
	f 6.20				s																1.9	23D STREET 0.3
	f 6.21																				2.2	ARMY STREET 3.0
Yard	f 6.27	f 5.57	5.36	5.30	5.17	5.10	s 4.30	4.11	3.11	2.10	f 1.42	f 1.17	s 11.10	9.11		8.16	8.10	s 7.11	6.10	f 2.20	5.2	BAYSHORE 1.3
	f		f															f		f	6.5	VISITACION 0.4
																					6.9	DNR VISITACION TOWER 2.4
Yard	s 6.33	s 6.04	5.43	5.36	s 5.24	5.16	s 4.37	4.18	s 3.18	2.16	s 1.49	s 1.24	s 11.17	s 9.18		s 8.23	8.16	s 7.19	s 6.17	s 2.27	9.3	SO. S. FRANCISCO 1.1
Y																					10.4	**TANFORAN WYE** 0.6
22	s 6.37	s 6.08	5.46	5.39	s 5.28	5.19	s 4.41	4.21	s 3.22	2.19	s 1.53	s 1.28	s 11.21	9.21		s 8.27	8.19	s 7.23	f 6.21	s 2.30	11.0	RP **SAN BRUNO** (Spur) 1.1
	f	s		s			f		f		f	f	f					f		f	12.1	LOMITA PARK 0.8
18																					12.9	AQUA (Spur) 0.8
52	f 6.43	s 6.14	f	5.44	5.32	5.23	s 4.47	4.25	3.26	2.23	f 1.58	f 1.33	f 11.26	9.25		f 8.32	8.23	f 7.29	f 6.27	f 2.35	13.7	MILLBRAE 1.5
20	s	s	s				s		s		f	s	s			f		s	f	s	15.2	BROADWAY (Spur) 1.1
35 14	s 6.50	s 6.20	s 5.58		s 5.37		s 4.54		s 3.33		s 2.04	s 1.39	s 11.33	s 9.29		s 8.38		s 7.36	s 6.35	s 2.41	16.3	BURLINGAME (Spur) 0.5
14																					16.8	HOWEST (Spur) 1.1
99 W	s 6.54	s 6.24	s 6.03	5.50	s 5.41	5.29	s 4.58	4.31	s 3.39	2.29	s 2.09	s 1.44	s 11.37	s 9.34		s 8.42	8.29	s 7.40	s 6.39	s 2.46	17.9	SAN MATEO 1.0
20	f		s				f				f	f	f					f	f		18.9	LESLIE (Spur) 0.8
15																				s	19.7	ROMAC (Spur) 0.6
	f	f	s								f	f				f		f	f	f	20.3	BERESFORD 1.6
21	s 7.02	s 6.32	s 6.12		s		s 5.06		s 3.45		s 2.16	s 1.52	s 11.44	s		s 8.49		s 7.48	s 6.47	f 2.54	21.9	BELMONT (Spur) 0.8
9																					22.7	PUMORK (Spur) 0.5
54	f 7.05	f 6.36	f 6.16	s 5.57	5.48	5.36	s 5.09		f 3.48	2.36	f 2.20	f 1.55	f 11.47	f 9.44		f 8.52	8.36	f 7.51	f 6.54	f 2.57	23.2	SAN CARLOS 2.2
Yard	s 7.09	s 6.40	s 6.21	s 6.01	s 5.52		s 5.13		s 3.53		s 2.24	s 1.59	s 11.52	s 9.48		s 8.57		s 7.55	s 6.59	s 3.03	25.4	REDWOOD CITY 0.8
Yard Y	7.11	6.42	6.23	6.03	5.54	5.41	5.15	4.43	3.55	2.41	2.26	2.01	11.54	9.50		8.59	8.41	7.57	7.01	3.05	26.2	DNR **REDWOOD JCT.** 1.6
56	f 7.14	f 6.45	f 6.26	s 6.06	5.57	5.43	s 5.18		s 3.58	2.43	f 2.29	f 2.04	f 11.57AM	9.53		f 9.02	8.43	f 8.00	f 7.05	f 3.08	27.8	ATHERTON 1.1
55	s	s	f	s	s		s		s		s	s	s	s		f		s	s	s	28.9	P MENLO PARK (Spur) 1.2
39 40	s 7.21	s 6.53	s 6.33	s 6.14	s 6.03		s 5.26		s 4.05		s 2.34	s 2.10	s 12.04PM	s 10.00		s 9.09		s 8.07	s 7.15	s	30.1	P PALO ALTO (Spur) 1.7
51 WY	s 7.25	6.56	f 6.36	6.18	s 6.07	5.48	s 5.30	s 4.51PM	s 4.09	2.48	s 2.38	s 2.14	s 12.09	s 10.04		s 9.14	8.48	s 8.11	s 7.19	s 3.18	31.8	R **MAYFIELD** 3.0
		f					f	Via Los Altos	f				f		Via Newark			f	f	f	34.8	CASTRO 1.3
55	s 7.32	s 7.03	f 6.43	s 6.24	s 6.14	5.54	s 5.38		s 4.18	2.54	s 2.44	s 2.21	s 12.17	s 10.12		s 9.21	8.54	s 8.18	s 7.29	s 3.27	36.1	MOUNTAIN VIEW 2.7
15	s 7.37	s 7.09	f 6.48	s 6.29			s 5.43		s 4.25		s 2.49	s 2.26	s 12.22	s 10.17		s 9.26		s 8.23	s 7.36	s	38.8	P SUNNYVALE (Spur) 2.0
54	f 7.41	7.12	f 6.52	6.33	f 6.22	6.00	f 5.47		f 4.29	3.00	f 2.53	f 2.30	f 12.27	10.22		f 9.30	9.00	f 8.27	f 7.40	s 3.38	40.8	LAWRENCE 3.5
Yard	f 7.48	f 7.18	f 6.58	s 6.38	s 6.28	6.05	s 5.53		s 4.37	3.05	s 2.59	s 2.37	s 12.32	s 10.30		s 9.37 9.42	9.05	s 8.33	s 7.49	s 3.44	44.3	SANTA CLARA 1.4
I	f	f					f		f		f	f	f		9.45AM	f 9.45AM		f	f	f	45.7	RP **COLLEGE PARK** 0.1
																Via West San Jose					45.8	S. P. C. Crossing 1.1
Yard ITWFO	s 7.55PM	s 7.25PM	s 7.05PM	s 6.45PM	s 6.35PM	s 6.10PM	s 6.00PM		s 4.45PM	s 3.10PM	s 3.05PM	s 2.45PM	s 12.40PM	s 10.40AM	s 9.50AM		s 9.10AM	s 8.40AM	s 8.00AM	s 3.50AM	46.9	DNR **SAN JOSE**
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SAT. AND SUN.	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(46.9)
	(1.40)	(1.40)	(1.40)	(1.25)	(1.30)	(1.10)	(1.40)	(0.51)	(1.45)	(1.10)	(1.35)	(1.40)	(1.40)	(1.40)	(0.05)	(1.40)	(1.10)	(1.40)	(2.00)	(1.40)		..............Time over District.
	28.14	28.14	28.14	33.11	31.27	40.20	28.14	37.41	26.80	40.20	29.62	28.14	28.14	28.14	14.40	27.42	40.20	28.14	23.45	28.14		..............Average speed per hour.

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will operate on Sunday schedules.

ADDITIONAL STOPS.

No. 36 at Butler Road.
No. 38 Sunday on signal at Visitacion.
No. 92 on signal at 23d Street.
No. 40 Sunday on signal at Visitacion.

No. 28 on signal at San Mateo to receive passengers for points east of San Jose.
No. 102 on signal at any station to receive passengers for Yuma or East thereof.
No. 46 and 54 on signal at 14th Avenue, San Francisco.
No. 52 Sunday on signal at any station east of South San Francisco.

Time Table No. 111

February 12, 1922.

San Francisco and Watsonville Jct. Sub-Division.

WESTWARD

FIRST CLASS

Automatic Block

Double Track

STATIONS		Distance from San Jose	33	503	35	37	39	41	17	43	45	47	75	69	49	51	27	101	53	501	23	55
			San Francisco Passenger	Passenger via Oakland	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Seashore Express	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	The Lark	San Francisco Limited	San Francisco Passenger	San Francisco Passenger	Del Monte Express	Sunset Limited	San Francisco Passenger	Passenger via Oakland	San Luis Obispo San Francisco Passenger	San Francisco Passenger
			Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily
DNR **SAN FRANCISCO**	1.9	46.9	s 6.20AM		s 7.25AM	s 7.35AM	s 8.00AM	s 8.20AM	s 8.25AM	s 8.40AM	s 9.00AM	s 9.25AM	s 9.30AM	s 9.52AM	s 10.25AM	s 12.05PM	s 12.25PM	s 1.00PM	s 2.30PM		s 4.15PM	s 5.40PM
23D STREET	0.3	45.0	s		s	s	s															
ARMY STREET	3.0	44.7																				
BAYSHORE	1.3	41.7	s 6.05		f 7.12	s 7.23	7.48	8.08	8.15	8.30	8.50	9.13	9.21	9.41	s 10.13	f 11.53AM	12.13	12.51	f 2.17		4.00	f 5.27
VISITACION	0.4	40.4			f														f			f
DNR VISITACIONTOWER	2.4	40.0																				
SO. S. FRANCISCO	1.1	37.6	s 5.58		s 7.03	s 7.16	s 7.41	s 8.01	8.08	8.24	s 8.43	s 9.06	9.15	9.34	s 10.06	s 11.45	12.06	12.45	s 2.08		s 3.53	s 5.18
TANFORAN WYE	0.6	36.5																				
RP **SAN BRUNO**	1.1	35.9	s 5.53		s 6.58	7.13	s 7.37	s 7.57	8.04	8.21	s 8.39	s 9.01	9.12	9.31	s 10.01	s 11.40	12.02PM	12.42	s 2.03		3.48	s 5.13
LOMITA PARK	0.8	34.8	f		f		s	s			f					f			f			
AQUA	0.8	34.0																				
MILLBRAE	1.5	33.2	s 5.47		s 6.52	7.09	s 7.30	s 7.50	8.00	8.17	8.34	f 8.56	9.08	9.27	f 9.55	f 11.32	11.58AM	12.38	f 1.57		3.43	f 5.08
BROADWAY	1.1	31.7	f		f	s	s	s		s	s	s			f	f			f		f	f
BURLINGAME	0.5	30.6	s 5.41		s 6.46	s 7.02	s 7.24	s 7.44		s 8.12	s 8.29	s 8.49			s 9.49	s 11.27			s 1.51		s 3.38	s 5.02
HOWEST	1.1	30.1																				
SAN MATEO	1.0	29.0	s 5.37		s 6.41	s 6.58	s 7.20	s 7.39	7.54	s 8.08	s 8.25	s 8.45	9.02	9.21	s 9.44	s 11.22	s 11.51	12.32	s 1.46		s 3.32	s 4.57
LESLIE	0.8	28.0				f		s			s					f			f			f
ROMAC	0.6	27.2																				f
BERESFORD	1.6	26.6	f		f		f			f		f			f				f			f
BELMONT	0.8	25.0	s 5.29		s	s 6.49	s	s 7.30			s 8.17	s 8.37			s 9.35	s 11.14			s 1.37		s	s 4.48
PUMORK	0.5	24.2																				
SAN CARLOS	2.2	23.7	f 5.26		f 6.31	f 6.46	s 7.09	s 7.27	7.47	8.00	f 8.14	f 8.34	8.55	9.14	f 9.32	f 11.11	11.44	12.25	f 1.34		3.22	s 4.45
REDWOOD CITY	0.8	21.5	s 5.22		s 6.28	s 6.41	s 7.05	s 7.22		s 7.56	s 8.10	s 8.30			s 9.28	s 11.07	s 11.41		s 1.29		s 3.18	s 4.41
DNR **REDWOOD JCT.**	1.6	20.7	5.20		6.26	6.39	7.03	7.20	7.42	7.54	8.08	8.28	8.50	9.09	9.25	11.05	11.39	12.20	1.27		3.16	4.38
ATHERTON	1.1	19.1	f 5.17		f 6.23	6.36	7.00	s 7.17	7.39	s 7.51	s 8.05	f 8.25	8.47	9.06	f 9.22	f 11.02	11.36	12.17	f 1.24		f 3.13	f 4.35
P MENLO PARK	1.2	18.0	s			s	s	s		s	s	s			s	s			s		s	s
P PALO ALTO	1.7	16.8	s 5.12		s 6.18	s 6.30	s 6.56	s 7.11		s 7.44	s 7.58	s 8.21			s 9.15	s 10.55	s 11.31		s 1.18		s 3.09	s 4.28
R **MAYFIELD**	3.0	15.1	f 5.07		s 6.14	6.27	s 6.52	s 7.06	7.33	s 7.39	s 7.54	s 8.17	8.42	9.00AM	s 9.10	s 10.49	11.28	12.12	s 1.13		s 3.05	s 4.22
CASTRO	1.3	12.1			f			f								f						f
MOUNTAIN VIEW	2.7	10.8	s 5.01	Via Newark	s 6.07	s 6.21	s 6.45	s 6.58	7.27	s 7.31	s 7.48	s 8.10	8.36	Via Los Altos	s 9.03	s 10.42	11.22	12.06PM	s 1.06	Via Newark	s 2.59	s 4.15
P SUNNYVALE	2.0	8.1	s 4.55			s 6.16	s 6.40	s 6.52			s 7.44	s 8.05			s 8.57	s 10.36	s		s 1.01		s 2.54	s 4.09
LAWRENCE	3.5	6.1	f 4.50		6.00	f 6.12	6.36	f 6.47	7.20	7.25	7.41	f 8.01	8.30		f 8.52	f 10.31	11.15	12.00M	f 12.57		2.50	f 4.04
SANTA CLARA	1.4	2.6	f 4.45		f 5.55	f 6.06	f 6.31	s 6.41	7.15	s 7.20	s 7.36	s 7.56	8.25		s 8.46	s 10.26	s 11.10	11.55AM	s 12.51		s 2.45	s 3.58
RP **COLLEGE PARK**	0.1	1.2	f	4.48AM							f	f			f	f			f	f 2.38PM	2.40PM	f
S. P. C. Crossing	1.1	1.1																				
DNR **SAN JOSE**		0.0	4.40AM	4.45AM	5.50AM	6.00AM	6.25AM	6.35AM	7.10AM	7.15AM	7.30AM	7.50AM	8.20AM		8.40AM	10.20AM	11.04AM	11.50AM	12.45PM	2.35PM	Via West San Jose	3.50PM
(46.9)			Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily
Time over District..........................			(1.40)	(0.03)	(1.35)	(1.35)	(1.35)	(1.45)	(1.15)	(1.25)	(1.30)	(1.35)	(1.10)	(0.52)	(1.45)	(1.45)	(1.21)	(1.10)	(1.45)	(0.03)	(1.35)	(1.50)
Average speed per hour.......................			28.14	24.00	29.62	29.62	29.62	26.80	37.52	33.11	31.27	29.62	40.20	36.69	26.80	26.80	34.74	40.20	26.80	24 00	28.86	25.58

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 4 and 5 for additional trains between San Jose and San Francisco.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays, and on such days San Francisco-San Jose local passenger trains will operate on Sunday schedules.

ADDITIONAL STOPS.

No. 33 at Romac to load milk.
Nos. 33 and 35 at 14th Avenue, San Francisco.
No. 37 Sunday on signal at Lomita Park and San Bruno.
No. 37 Sunday at Fourteenth Avenue to discharge passengers.

Nos. 43 and 47 Sunday on signal at stations not indicated as regular stops.
Nos. 69 and 27 at San Bruno to discharge funeral parties only.
No. 101 at any station to discharge passengers from Yuma or East thereof.

EASTWARD

San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 111

February 12, 1922.

Capacity of Sidings and Spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS						FIRST CLASS					Distance from San Francisco	STATIONS
	254 Ogden and Portland Manifest Leave Daily	242 Fresno Mdse. Freight Leave Daily EX. SUNDAY	802 Local Freight Leave Daily EX. SUNDAY	304 Local Freight Leave Daily EX. SUNDAY	302 Local Freight Leave Daily EX. SUNDAY	244 Manifest Freight Leave Daily	60 San Jose Passenger Leave Daily	58 San Jose Passenger Leave Daily	110 Sunset Express Leave Daily	76 The Lark Leave Daily	56 San Jose Passenger Leave Daily		
							11.45PM	10.00PM	8.15PM	8.00PM	7.25PM	0.0	DNR **SAN FRANCISCO** 1.9
												1.9	**23D STREET** 0.3
												2.2	**ARMY STREET** 3.0
Yard	10.00PM	7.00PM			1.30AM	12.01AM	f 11.55PM	f 10.10	8.26	8.10	f 7.35	5.2	**BAYSHORE** 1.3
							f					6.5	**VISITACION** 0.4
												6.9	DNR **VISITACION TOWER** 2.4
Yard							s 12.02AM	s 10.17	8.33	8.16	s 7.42	9.3	**SO. SAN FRANCISCO** 1.1
Y												10.4	**TANFORAN WYE** 0.6
22							f 12.06	s 10.21	8.36	8.19	s 7.46	11.0	RP **SAN BRUNO** (Spur) 1.1
							f	f			f	12.1	LOMITA PARK 0.8
22 18												12.9	AQUA (Spur) 0.8
52							f 12.12	f 10.27	8.40	8.23	f 7.52	13.7	**MILLBRAE** 1.5
20							s	s			s	15.2	**BROADWAY** (Spur) 1.1
35 14							s 12.18	s 10.33			s 7.58	16.3	**BURLINGAME** (Spur) 0.5
14												16.8	HOWEST (Spur) 1.1
99 W							s 12.22	s 10.37	8.46	8.29	s 8.02	17.9	**SAN MATEO** 1.0
20							f	f			f	18.9	LESLIE (Spur) 0.8
15												19.7	ROMAC (Spur) 0.6
							f	f			f	20.3	**BERESFORD** 1.6
27							s 12.30	s 10.45			s 8.10	21.9	**BELMONT** (Spur) 0.8
9												22.7	PUMORK (Spur) 0.5
54							f 12.33	f 10.48	8.53	8.36	f 8.13	23.2	**SAN CARLOS** 2.2
Yard							s 12.37	s 10.52			s 8.17	25.4	REDWOOD CITY 0.8
Yard Y	12.05AM	8.00PM		6.00AM	3.45AM		12.39	10.54	8.58	8.41	8.19	26.2	DNR **REDWOOD JCT.** 1.6
56							f 12.42	f 10.57	9.01	8.43	f 8.22	27.8	ATHERTON 1.1
55							s	s			s	28.9	P **MENLO PARK** (Spur) 1.2
39 40							s 12.48	s 11.03			s 8.28	30.1	P **PALO ALTO** (Spur) 1.7
51 WY							f 12.51	s 11.07	9.06	8.48	s 8.31	31.8	R **MAYFIELD** 3.0
55							f					34.8	CASTRO 1.3
	Via Dumbarton	Via Dumbarton	Via Newark				s 12.58	s 11.14	9.12	8.54	s 8.38	36.1	**MOUNTAIN VIEW** 2.7
							s 1.03	s 11.19			s 8.43	38.8	P **SUNNYVALE** (Spur) 2.0
54							f 1.07	f 11.22	9.18	9.00	f 8.47	40.8	**LAWRENCE** 3.5
Yard							s 1.13	s 11.29	9.23	9.05	s 8.53	44.3	**SANTA CLARA** 1.4
I			11.35AM				f				f	45.7	RP **COLLEGE PARK** 0.1
												45.8	S. P. C. Crossing 1.1
Yard ITWFO			11.45AM	10.00AM		2.15AM	s 1.20AM	s 11.35PM	s 9.30PM	s 9.10PM	s 9.00PM	46.9	DNR **SAN JOSE** (46.9)
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(2.05)	(1.00)	(0.10)	(4 00)	(2.15)	(2.14)	(1.35)	(1.35)	(1.15)	(1.10)	(1.35)		................Time over District
	10.08	21.00	7.20	5.17	9.33	18.67	29.62	29.62	37.52	40.20	29.62		................Average speed per hour

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.**

ADDITIONAL STOPS

No. 110 at Palo Alto Sunday to discharge passengers and pick up passengers for points east where scheduled to stop.

New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will operate on Sunday schedules.

Time Table No. 111

February 12, 1922.

San Francisco and Watsonville Jct. Sub-Division.

WESTWARD

Automatic Block

Double Track

				FIRST CLASS						THIRD CLASS				
			Distance from San Jose	57	85	557	87	77	59	243	303	301	801	253
				San Francisco Passenger	San Francisco Passenger	Passenger Via Oakland	Scenic Local	Shore Line Limited	San Francisco Passenger	Sunset Manifest	Local Freight	Local Freight	Local Freight	Ogden Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Ar. SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
DNR	**SAN FRANCISCO**	1.9	46.9	s 7.15PM	s 8.15PM		s 9.45PM	s 10.30PM	s 11.20PM					
	23D STREET	0.3	45.0											
	ARMY STREET	3.0	44.7											
	BAYSHORE	1.3	41.7	f 7.02	8.06		9.33	10.21	f 11.09	3.00AM		8.05AM		11.30PM
	VISITACION	0.4	40.4											
DNR	VISITACION TOWER	2.4	40.0											
	SO. SAN FRANCISCO	1.1	37.6	s 6.55	7.59		s 9.26	10.15	s 11.02					
	TANFORAN WYE	0.6	36.5											
R	**SAN BRUNO**	1.1	35.9	f 6.51	7.56		9.21	10.12	f 10.58					
	LOMITA PARK	0.8	34.8	f					f					
	AQUA	0.8	34.0											
	MILLBRAE	1.5	33.2	f 6.45	7.52		9.16	10.08	f 10.53					
	BROADWAY	1.1	31.7	f					f					
	BURLINGAME	0.5	30.6	s 6.39	s		s 9.12		s 10.47					
	HOWEST	1.1	30.1											
	SAN MATEO	1.0	29.0	s 6.35	s 7.44		s 9.08	10.02	s 10.43					
	LESLIE	0.8	28.0	f										
	ROMAC	0.6	27.2											
	BERESFORD	1.6	26.6	f					f					
	BELMONT	0.8	25.0	s 6.28	f				f 10.36					
	PUMORK	0.5	24.2											
	SAN CARLOS	2.2	23.7	f 6.24	f 7.36		9.01	9.55	f 10.33					
	REDWOOD CITY	0.8	21.5	s 6.20	s 7.32		s 8.57		s 10.29					
DNR	**REDWOOD JCT.**	1.6	20.7	6.18	7.30		8.54	9.50	10.26		5.00AM	5.30AM		10.15PM
	ATHERTON	1.1	19.1	f 6.15	f 7.27		8.51	9.47	f 10.23					
	MENLO PARK	1.2	18.0	s	s		s		s					
	PALO ALTO	1.7	16.8	s 6.08	s 7.20		s 8.45		s 10.17					
R	**MAYFIELD**	3.0	15.1	s 5.59	f 7.17		f 8.41	9.42	f 10.13					
	CASTRO	1.3	12.1	f		VIA			f					
	MOUNTAIN VIEW	2.7	10.8	s 5.53	s 7.11	NEWARK	s 8.35	9.36	s 10.06				Via Newark	Via Dumbarton
	SUNNYVALE	2.0	8.1	s 5.47	s 7.06		s 8.30		s 10.00					
	LAWRENCE	3.5	6.1	f 5.42	f 7.02		8.26	9.30	f 9.55					
	SANTA CLARA	1.4	2.6	s 5.37	s 6.56		s 8.21	9.25	s 9.50					
R	**COLLEGE PARK**	0.1	1.2	f		f 8.13PM	8.15PM						10:55AM	
	S. P. C. Crossing	1.1	1.1											
DNR	**SAN JOSE**		0.0	5.30PM	6.50PM	8.10PM	Via West San Jose	9.20PM	9.45PM	12.01AM	3.00AM		10.50AM	
	(46.9)			Leave Daily	Leave Daily	Lv. SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District			(1.45)	(1.25)	(0 03)	(1.30)	(1.10)	(1.35)	(2.59)	(2.00)	(2.35)	(0.05)	(1.15)
	Average speed per hour			26.80	33.11	24.00	30.47	40.20	29.62	13.97	10 35	8.13	14.40	16.80

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3, and 4 for additional trains between San Jose and San Francisco.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days, San Francisco-San Jose local passenger trains will operate on Sunday schedules.

ADDITIONAL STOPS.

No. 57 on Signal at 14th Avenue and 23rd St., Saturday and Sunday only.

No. 87 at San Bruno to discharge passengers from stations east of Los Gatos.

No. 87 Sunday at any station between College Park and San Francisco to discharge passengers from points east of Los Gatos.

EASTWARD

San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 111.

February 12, 1922.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS			FIRST CLASS									Distance from San Francisco			
	414	416	244	110	76	102	206	28	24	204	78	32				
	Local Freight	Local Freight	Manifest Freight	Sunset Express	The Lark	Sunset Limited	Mixed	Del Monte Express	San Francisco San Luis Obispo Passenger	Mixed	Shore Line Limited	Watsonville Junction Passenger				
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**
			12.01AM	8.15PM	8.00PM	5.00PM	2.00PM	2.00PM	9.00AM	8.00AM	8.00AM	6.00AM	0.0			**SAN FRANCISCO**
Yard ITWFO	8.20AM		3.15AM	9.40PM	**9.15**PM	6.15PM		3.15PM	**10.56**AM		9.15AM	**8.10**AM	46.9		DNR	**SAN JOSE** 1.1
												s	48.0 51.7			4TH ST., SAN JOSE 1.5
I													53.2			W.P.R.R. Crossing 2.3
74	8.45		3.45	9.52	9.26	**6.27**		3.26	f11.08		9.27	f 8.22	55 5		R	**LICK** 1.9
49	8.55		3.52	9.55	9.29	6.30		3.29	f11.12		9.30	f 8.25	57.4			EDENVALE 0.8
													58.2			SPARROW 2.2
66	9.15		4.02	**9.59**	9.33	6.34		3.33	**11.20**		9.34	8.30	60.4			POMAR 2.7
70 W 45	9.25 10.00		4.22	f10.04	**9.37**	6.38		3.37	s11.26		9.38	s 8.36	63.1		DN	COYOTE 3.2
67	10.29		4.40	f10.10	9.42	6.43		3.42	f11.30		9.43	f 8.41	66.3			PERRY 2.9
29				f					f11.34			f 8.46	69.2			MADRONE 1.6
59	11.03		4.50	f10.18	9.48	6.49		s 3.50	s11.38		9.49	s 8.50	70.8		D	MORGANHILL 1.2
35									f			f	72.0			TENNANT 2.1
2													74.1	Automatic Block		DURNEY (Spur) 0.5
68	11.20		5.10	f10.24	9.53	6.54		3.57	s11.44		9.55	s 8.56	74.6		D	SAN MARTIN 2.4
77	11.30		5.20	10.28	9.56	6.57			f11.48		9.58	f 9.00	77.0			RUCKER 2.1
15													79.1			LONOKE (Spur) 1.6
Yard TWF	11.45AM 12.45PM	**11.00**AM	**6.00**	s10.37	10.03	s 7.04	4.15PM	s 4.07	s**11.55**AM	10.15AM	s**10.08**	s 9.10	80.7		DNR	**GILROY** 2.5
	12.55	11.10AM	6.09	10.42	10.08	7.09	s 4.23PM	4.12	12.00M	s10.25AM	10.14	9.15	83.2		RP	**CARNADERO** 0.9
52													84.1			NEMA (Spur) 0.3
19												f	84.4			MILLER 2.7
84 W	1.15		6.16	10.47	10.13	7.14		s 4.19	s12.06PM		**10.19**	s **9.21**	87.1		D	SARGENT 1.9
29									f				89.0			BETABEL 2.9
99	1.50		6.26	10.54	10.20	**7.22**		f 4.28	f12.15		**10.27**	f 9.29	91.9			CHITTENDEN 1 3
22													93.2			LOGAN 1.4
59	2.30		**7.00**	f11.01	10.26	7.29		4.35	s12.21		10.32	s **9.37**	94.6		D	AROMAS 2.5
70	3.00								f12.25			f 9.42	97.1			VEGA 3.3
Yard TYWOF	3.20PM		7.15AM	s11.10PM	s10.35PM	s 7.40PM		s **4.45**PM	¶ 12.30PM		s10.40AM	s 9.50AM	100.4		DNR	**WATSONVILLE JCT**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				49.8
	(7 00) 7.11	(0 10) 15.00	(4 00) 12.45	(1.30) 33.20	(1.20) 37.35	(1.25) 35.15	(0 08) 18 75	(1.30) 33.20	(1.34) 31.79	(0 10) 15 00	(1.25) 35.15	(1.40) 29.88				..........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203.

ADDITIONAL STOPS.

No. 102 at any station to receive passengers for Yuma or East thereof.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or East thereof.

Time Table No. 111

February 12, 1922.

San Francisco and Watsonville Jct. Sub-Division.

WESTWARD

		STATIONS	Distance from Watsonville Jct.	FIRST CLASS									THIRD CLASS		
				17	**75**	**203**	**27**	**101**	**201**	**205**	**85**	**77**	**415**	**413**	**243**
				Seashore Express	The Lark	Mixed	Del Monte Express	Sunset Limited	New Almaden Mixed	Mixed	San Francisco Passenger	Shore Line Limited	Local Freight	Local Freight	Sunset Manifest
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
		SAN FRANCISCO	100.4	8.25AM	9.30AM	12.25PM	12.25PM	1.00PM		8.15PM	8.15PM	10.30PM			3.00AM
Automatic Block	DNR	**SAN JOSE** 1.1	49.8	s 7.00AM	s **8.10AM**		s **10.56AM**	s 11.40AM	s 12.30PM		s 6.42PM	s **9.15PM**	3.10PM		10.30PM
		4TH ST., SAN JOSE 1.5	48.7	f					s						
		W. P. R. R. Crossing 2.3	47.2												
	R	**LICK** 1.9	44.9	f 6.46	7.59		10.45	11.27	12.10PM		**6.27**	9.02	2.40		10.17
		EDENVALE 0.8	43.0	f 6.43	7.56		10.42	11.24			f 6.16	8.59	2.30		10.10
		SPARROW 2.2	42.2												
		POMAR 2.7	40.0	f 6.39	7.52		10.38	**11.20**			6.11	8.55	2.15		**9.59**
	DN	COYOTE 3.2	37.3	s 6.35	7.48		10.34	11.15			s 6.05	8.51	2.05		**9.37**
		PERRY 2.9	34.1	f 6.25	7.44		**10.29**	11.09			f 5.55	8.46	1.35		9.15
		MADRONE 1.6	31.2	f											
	D	MORGANHILL 1.2	29.6	s 6.18	7.38		s 10.23	**11.03**			s 5.49	8.40	1.15		9.05
		TENNANT 2.1	28.4	f											
		DURNEY 0.5	26.3												
	D	SAN MARTIN 2.4	25.8	f 6.11	7.33		10.18	10.57			f 5.41	8.35	12.55		8.48
		RUCKER 2.1	23.4	f 6.06				10.52			f 5.35		12.40		
		LONOKE 1.6	21.3												
	DNR	**GILROY** 2.5	19.7	s **6.00**	7.23	s 9.00AM	s **10.08**	10.46		s 3.45PM	s 5.28	s **8.25**	12.25PM 11.00AM	5.45PM	**8.25**
	R	**CARNADERO** 0.9	17.2	5.51	7.19	8.50AM	9.57	10.41		3.35PM	5.18	8.19	10.50	5.30PM	7.55
		NEMA 0.3	16.3												
		MILLER 2.7	16.0												
	D	SARGENT 1.9	13.3	f 5.45	7.13		s **9.51**	**10.34**			s 5.12	8.14	**10.34** **9.10**		7.40
		BETABEL 2.9	11.4												
		CHITTENDEN 1.3	8.5	f 5.37	7.06		9.43	**10.27**			f 5.05	8.07	8.50		**7.22**
		LOGAN 1.4	7.2	f											
	D	AROMAS 2.5	5.8	f 5.31	**7.00**		**9.37**	10.11			s 4.58	8.01	8.15		6.55
		VEGA 3.3	3.3	5.26	6.55		9.33				f 4.51	7.56	8.05		6.45
	DNR	**WATSONVILLE JCT**	0.0	5.20AM	6.50AM		9.27AM	10.00AM			**4.45PM**	7.50PM	7.50AM		6.30PM
		(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
		Time over District		(1.40)	(1.20)	(0.10)	(1.29)	(1.40)	(0.20)	(0.10)	(1.57)	(1.25)	(7.20)	(0.15)	(4.00)
		Average speed per hour		29.88	37.35	15.00	33.57	29.88	14.70	15.00	25.54	35.15	6.79	10.00	12.45

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203.
Third Class and Extra trains may run ahead of Nos. 203 and 205 Carnadero to Gilroy, and No. 201 Lick to San Jose.

ADDITIONAL STOPS.

No. 101 at any station to discharge passengers from Yuma or East thereof.

EASTWARD

Watsonville Jct. and San Luis Obispo Sub-Division.

Time Table No. 111

February 12, 1922

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS				FIRST CLASS								Distance from San Francisco		STATIONS		
	244	310	308	312	110	76	102	104	28	24	84	78					
	Sunset Manifest	Local Freight	Local Freight	Local Freight	Sunset Express	The Lark	Sunset Limited	Salinas Passenger	Del Monte Express	San Francisco San Luis Obispo Passenger	Scenic Local Passenger	Shore Line Limited					
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	12.01AM				8.15PM	8.00PM	5.00PM	2.00PM	2.00PM	9.00AM	8.05AM	8.00AM	0.0		SAN FRANCISCO		
Yard TYWOF	8.45AM		7.15AM	7.00AM	11.20PM	10.40PM	7.45PM		4.55PM	12.55PM	12.50PM	10.50AM	100.4	DNR	WATSONVILLE JCT		3.2
													103.6		LYDA	(Spur)	2.0
69	9.05		7.30	7.15	11.29	10.49	7.55		f 5.05	f 1.05	f 1.00	11.00	105.6		ELKHORN		4.8
52 70 YW	9.30		8.00	7.30AM	s 11.46	10.57	s 8.05	5.20PM	s 5.15PM	s 1.15	s 1.10PM	s 11.10	110.4	DNR	DEL MONTE JCT.		3.5
68	9.42		8.10		11.54PM	11.02	8.10	f 5.27		f 1.22		11.15	113.9		COOPER		1.7
33								f		f			115.6		GRAVES		2.6
Yard TW	9.55	9.20AM	8.30AM		s 12.10AM	11.08	s 8.18	s 5.35PM		s 1.30		s 11.23	118.2	DNR	SALINAS		2.1
78 Y	10.16	9.25			12.15	11.11	8.23			1.35		11.27	120.3		SPRECKELS JCT.		5.0
51	10.30	9.35			12.22	11.18	8.30			f 1.42		11.35	125.3		SPENCE		3.8
53	10.45	9.44			f 12.28	11.24	8.36			s 1.50		11.41	129.1	D	CHUALAR		1.9
44													131.0		GABILAN		0.9
50	10.55	9.56			12.33	11.29	8.41			1.55		11.46	131.9		PENVIR		2.0
													133.9		DEAN	(Spur)	1.2
50	11.15	10.12			f 12.38	11.34	8.46			s 2.05		11.51	135.1	D	GONZALES		2.0
9													137.1		RACK	(Spur)	0.9
3													138.0	Automatic Block	DOUD	(Spur)	0.8
29													138.8		MOLUS	(Spur)	1.8
47	11.30	10.30			12.45	11.41	8.53			f 2.13		11.58AM	140.6		CAMPHORA		3.0
68 W	11.45AM	10.40			f 12.50	11.45	8.57			s 2.20		12.02PM	143.6	DN	SOLEDAD		0.6
6													144.2		CHALON	(Spur)	4.1
80	12.09PM	11.25			12.57	11.52	9.04			f 2.28		12.09	148.3		HARLEM		4.0
49	12.35	11.45AM			1.04	11.57PM	9.09			s 2.35		12.15	152.3	D	METZ		1.1
24													153.4		ESPINOSA		5.5
49	12.55	12.05PM			1.13	12.06AM	9.18			f 2.45		12.24	158.9		COBURN		2.1
92 Y													161.0		ELSA	(Spur)	2.7
68 W	1.20	12.31			s 1.25	12.12	s 9.25			s 3.00		s 12.31	163.7	DN	KING CITY		1.5
17													165.2		ARGUS		1.9
48	1.35	1.15			1.30	12.17	9.30			f 3.05		12.36	167.1		WELBY		5.3
47	2.00	1.45			f 1.38	12.24	9.37			s 3.13		12.44	172.4	D	SAN LUCAS		5.3
48	2.15	2.00			1.45	12.31	9.44			3.20		12.51	177.7		DOCAS		5.2
42 WF	2.30PM	2.15PM			s 2.00AM	12.40AM	9.55PM			s 3.30PM		f 1.00PM	182.9	DNR	SAN ARDO		
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)		
	(5.45)	(4.55)	(1.15)	(0.30)	(2.40)	(2.00)	(2.10)	(0.15)	(0.20	(2.35)	(0.20)	(2.10)			................Time over District		
	14.34	13.16	14.24	20.00	30.94	'41.25	38.07	31 20	30.00	31.94	30.00	38.07			..............Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Third class and extra trains may run ahead of No. 104 Del Monte Junction to Salinas.

ADDITIONAL STOPS

No. 84 on signal at "Miller Gun Club," 300 feet west of mile post 108.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or East thereof.

No. 102 at any station to receive passengers for Yuma or East thereof.

Watsonville Jct. and San Luis Obispo Sub-Division.

WESTWARD

Time Table No. 111

February 12, 1922.

	STATIONS		Distance from San Luis Obispo	FIRST CLASS								THIRD CLASS			
				17	75	27	101	23	85	103	77	309	311	307	243
				Seashore Express	The Lark	Del Monte Express	Sunset Limited	San Luis Obispo San Francisco Passenger	San Francisco Passenger	Pacific Grove Passenger	Shore Line Limited	Local Freight	Local Freight	Local Freight	Sunset Manifest
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
	SAN FRANCISCO		252.1	8.25AM	9.30AM	12.25PM	1.00PM	4.15PM	8.15PM		10.30PM				3.00AM
DNR	**WATSONVILLE JCT**	3.2	151.7	s 5.15AM	s 6.45AM	s 9.17AM	s 9.50AM	¶ 11.10AM	s 4.35PM		s 7.45PM		1.45PM	2.30PM	4.50PM
	LYDA	2.0	148.5						f						
	ELKHORN	4.8	146.5	5.05	6.36	9.05	9.39	f 11.00	f 4.25		7.30		1.25	2.15	4.35
DNR	**DEL MONTE JCT.**	3.5	141.7	s 4.57	s 6.28	8.55AM	s 9.30	s 10.45	4.15PM	s 7.00PM	s 7.20		1.15PM	2.05	4.20
	COOPER	1.7	138.2	4.51	6.23		9.25	f 10.33		f 6.53	7.10			1.40	4.00
	GRAVES	2.6	136.5					f		f					
DNR	SALINAS	2.1	133.9	s 4.45	6.16		s 9.18	s 10.25		6.45PM	s 7.04	8.00AM		1.30PM	3.30
	SPRECKELS JCT.	5.0	131.8	4.40	6.11		9.13	10.16			6.59	7.50			3.10
	SPENCE	3.8	126.8	4.32	6.03		9.05	f 10.08			6.51	7.40			2.50
D	CHUALAR	1.9	123.0	f 4.26	5.57		8.59	s 10.02			6.45	7.20			2.25
	GABILAN	0.9	121.1												
	PENVIR	2.0	120.2	4.21	5.52		8.54	9.56			6.40	6.55			2.15
	DEAN	1.2	118.2												
D	GONZALES	2.0	117.0	f 4.16	5.47		8.49	s 9.50			6.35	6.45			2.05
	RACK	0.9	115.0												
	DOUD	0.8	114.1												
	MOLUS	1.8	113.3												
	CAMPHORA	3.0	111.5	4.09	5.39		8.41	f 9.35			6.28	5.50			1.30
DN	SOLEDAD	0.6	108.5	f 4.05	5.35		8.37	s 9.30			6.24	5.35			1.15
	CHALON (Spur)	4.1	107.9												
	HARLEM	4.0	103.8	3.58	5.28		8.30	f 9.18			6.17	5.15			12.55
D	METZ	1.1	99.8	f 3.52	5.22		8.24	s 9.10			6.11	5.05			12.35PM 11.45AM
	ESPINOSA	5.5	98.7												
	COBURN	2.1	93.2	3.42	5.13		8.15	f 9.00			6.02	4.45			11.15
	ELSA	2.7	91.1												
DN	KING CITY	1.5	88.4	s 3.36	5.06		s 8.08	s 8.50			f 5.55	4.30			10.50
	ARGUS	1.9	86.9												
	WELBY	5.3	85.0	3.30	5.01		8.01	f 8.42			5.48	4.00			10.25
D	SAN LUCAS	5.3	79.7	f 3.22	4.54		7.54	s 8.35			5.41	3.45			10.10
	DOCAS	5.2	74.4	3.15	4.47		7.47	8.25			5.34	3.30			9.40
DNR	**SAN ARDO**		69.2	3.07AM	4.40AM		7.40AM	8.17AM			5.27PM	3.15AM			9.20AM
	82.5			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District			(2.08)	(2.05)	(0 22)	(2.10)	(2.53)	(0.20)	(0.15)	(2.18)	(4.45)	(0.30)	(1.00)	(7.30)
	Average speed per hour			38.67	39·60	27.27	38.07	28.60	30.00	31.20	35.86	13.62	20.00	17.80	10 96

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Third class and extra trains may run ahead of No. 103 Salinas to Del Monte Junction.

ADDITIONAL STOPS

No. 85 on signal at "Miller's Gun Club," 300 feet west of mile post 108.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or East thereof.

No. 101 at any station to discharge passengers from Yuma or East thereof.

EASTWARD

Watsonville Jct. and San Luis Obispo Sub-Division.

WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco			Time Table No. 111 February 12, 1922.	Distance from San Luis Obispo	FIRST CLASS					THIRD CLASS	
	244 *	314	102	24	78	110	76						17	75	101	23	77	243	313
	Sunset Manifest	Local Freight	Sunset Limited	San Francisco San Luis Obispo Passenger	Shore Line Limited	Sunset Express	The Lark						Seashore Express	The Lark	Sunset Limited	San Luis Obispo San Francisco Passenger	Shore Line Limited	Sunset Manifest	Local Freight
	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
	12.01AM		5.00PM	9.00AM	8.00AM	8.15PM	8.00PM	0.0			SAN FRANCISCO	252.1	8.25AM	9.30AM	1.00PM	4.15PM	10.30PM	3.00AM	
42 WF	**2.30PM**	**7.40AM**	9.55PM	3.30PM	1.00PM	2.00AM	12.40AM	182.9	DNR		SAN ARDO 3.5	69.2	f 3.07AM	4.40AM	**7.40AM**	s 8.17AM	f 5.27PM	9.20AM	**2.30PM**
49	2.40	7.47	10.00	3.35	1.06	2.05	12.45	186.4			GETTY 3.3	65.7	3.00	4.35	7.34	f 8.12	5.22	9.10	1.50
51	2.50	**8.08**	10.05	f 3.40	1.11	2.10	12.50	189.7			WUNPOST 6.2	62.4	2.55	4.31	7.29	f **8.08**	5.17	9.00	1.40
51	3.05	**8.30**	10.15	s 3.50	**1.20**	f 2.20	12.59	195.9	D		BRADLEY 5.5	56.2	f 2.45	4.23	7.21	s 7.58	5.09	**8.30**	**1.20**
74	3.20	8.45	10.23	f 3.58	1.28	2.28	1.06	201.4			NACIMIENTO 2.4	50.7	2.37	4.16	7.14	f 7.50	5.02	8.15	12.10
118	3.30	8.55	10.27	f 4.02	1.32	**2.32**	1.10	203.8			McKAY 3.2	48.3	f **2.32**	4.13	7.11	f 7.45	4.58	8.00	12.01PM
44 W	3.40	9.30	10.31	s 4.07	1.37	f 2.37	1.14	207.0	D		SAN MIGUEL 3.9	45.1	f 2.22	4.09	7.07	s **7.40**	4.54	**7.40**	11.50AM
51	3.50	9.40	10.37	f 4.13	1.43	2.42	1.19	210.9			WELLSONA 5.4	41.2	2.16	4.04	7.02	f 7.33	4.49	7.23	11.10
Yard W	4.05	**10.50**	s 10.46	s 4.23	s 1.53	s 2.50	1.26	216.3	DN		PASO ROBLES 5.5	35.8	s 2.08	3.57	s 6.55	s 7.25	s 4.41	7.10	**10.50**
76	**4.21** **4.31**	11.20	10.56	s **4.31**	2.03	f 3.00	1.34	221.8	D		TEMPLETON 3.1	30.3	f 1.58	3.49	**6.46**	s 7.15	**4.31**	**6.46**	10.00
36	4.57	11.30AM	11.01	f 4.41	2.08	3.05	1.39	224.9			ASUNCION 1.8	27.2	1.48	3.45	6.42	f 7.08	4.27	6.25	9.40
25			f 11.04	s 4.44	f 2.11	f 3.08		226.7			ATASCADERO 0.7	25.4	f 1.45		f 6.39	s 7.05	f 4.24		
								227.4		Automatic Block	BRICKTON (Spur) 0.6	**24.7**							
51 26	5.30	12.01PM	11.06	4.46	2.13	3.10	**1.43**	228.0			HENRY 1.4	24.1	**1.43**	3.41	6.37	7.03	4.22	6.15	9.25
6								229.4			HAVEL (Spur) 0.9	**22.7**							
74	5.45	12.10	11.10	f 4.51	2.18	3.15	1.47	230.3			EAGLET 5.2	21.8	1.35	3.37	6.32	f 6.58	4.17	6.05	9.05
56 YW	6.15	1.00	f 11.25	s 5.02	s 2.35	s **3.30**	2.00	235.5	DNR		SANTA MARGARITA 3.4	16.6	s 1.25	**3.30**	f 6.25	s 6.50	s 4.10	5.45	8.50
80	7.00	1.15	11.35	f 5.12	2.45	3.42	2.10	238.9			CUESTA 1.1	13.2	1.10	3.18	6.12	f 6.38	3.57	5.20	8.20
9								240.0			THYLE (Spur) 2.6	**12.1**							
74	7.35	1.35	11.47	5.24	2.56	3.54	2.21	242.6			NOVA 0.8	9.5	1.00	3.09	6.02	6.25	3.47	5.00	8.05
47 W	7.45	1.40	11.49	s 5.26	2.58	3.56	2.23	243.4			SERRANO 2.9	8.7	12.58	3.07	6.00	f 6.23	3.45	4.55	8.00
47	8.00	2.00	11.56PM	5.36	3.05	4.03	2.30	246.3			CHORRO 1.7	5.8	12.50	3.00	5.52	6.15	3.37	4.45	7.50
20								248.0			GOLDTREE (Spur) 2.6	**4.1**							
116	8.20	2.20	12.10AM	5.45	3.15	4.15	2.40	250.6			HATHAWAY 1.5	1.5	12.40	2.50	5.40	6.05	3.25	4.25	7.35
Yard TWFO	8.30PM	2.30PM	s 12.15AM	s 5.50PM	s **3.20PM**	s **4.20AM**	s **2.45AM**	252.1	DNR		SAN LUIS OBISPO	0.0	12.35AM	**2.45AM**	5.35AM	6.00AM	**3.20PM**	**4.20AM**	7.30AM
	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(6.00)	(6.50)	(2.20)	(2.20)	(2.20)	(2.20)	(2.05)				Time over District		(2.32)	(1.55)	(2.05)	(2.17	(2.07)	(5.00)	(7.00)
	11.53	10.11	29.65	29.65	29.65	29.65	33.21				Average speed per hour		27.31	36.10	33.20	30.30	32.69	13.84	9.88

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or East thereof.

No. 102 at any station to receive passengers for Yuma or East thereof.

ADDITIONAL STOPS

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or East thereof.

No. 101 at any station to discharge passengers from Yuma or East thereof.

EASTWARD — San Luis Obispo and Santa Barbara Sub-Division. — WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.		**THIRD CLASS**		**FIRST CLASS**				Distance from San Francisco		Time Table No. 111 February 12, 1922.	Distance from Santa Barbara	**FIRST CLASS**				**THIRD CLASS**	
		244 Sunset Manifest	**316** Local Freight	**78** Shore Line Limited	**110** Sunset Express	**76** The Lark	**102** Sunset Limited			**STATIONS**		**75** The Lark	**101** Sunset Limited	**77** Shore Line Limited	**17** Seashore Express	**315** Local Freight	**243** Sunset Manifest
		Leave Daily	Leave MON., WED. & FRI.	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUES., THURS., SAT.	Arrive Daily
		12.01AM		8.00AM	8.15PM	8.00PM	5.00PM	0.0		**SAN FRANCISCO**	370.7	9.30AM	1.00PM	10.30PM	8.25AM		3.00AM
Yard	TWFO	10.15PM	7.00AM	3.30PM	4.30AM	2.55AM	**12.25AM**	252.1	Automatic Block DNR	**SAN LUIS OBISPO** 5.8	118.6	s 2.35AM	s 5.22AM	s 3.10PM	s **12.25AM**	2.25PM	2.15AM
51		10.27	7.20	3.40	f 4.40	3.05	12.35	257.9		EDNA 1.2	112.8	2.21	5.12	2.55	f 12.12AM	1.55	1.50
	I							259.1	DN	P. C. R. R. Crossing 0.9	111.6						
32								260.0		TIBER 2.8	110.7						
10				f 3.49	f 4.50	3.13	12.43	262.8		PISMO (Spur) 1.4	107.9	2.12	5.03	f 2.43	f 11.59PM		
58		10.40	7.40	3.52	**5.00**	3.16	12.46	264.2		GROVER 1.7	106.5	2.10	**5.00**	2.41	11.55	12.40	1.00
44	W	11.10	8.00	f 3.55	f 5.04	3.19	**12.49**	265.9	D	OCEANO 4.0	104.8	2.07	4.52	f 2.38	f 11.52	12.30PM	**12.49**
38		11.25	8.20	4.02	f 5.12	3.27	12.55	269.9		CALLENDER 2.5	100.8	2.01	4.44	2.31	f 11.45	11.45AM	12.32
48 31		**11.40PM**	8.45	4.06	f 5.17	3.31	12.59	272.4		BROMELA 4.1	98.3	1.57	4.40	2.27	f **11.40**	11.30	12.25
47 40	W	**12.15AM**	9.45	s 4.15	s 5.26	3.37	1.05	276.5	DN	GUADALUPE 4.2	94.2	1.51	4.33	s 2.20	s 11.32	11.00	**12.15**
53		12.35	10.10	4.22	f 5.36	3.43	1.12	280.7		WALDORF 4.1	90.0	1.45	4.27	2.11	f 11.17	10.00	12.03AM
57		12.50	10.30AM	4.29	5.46	3.50	1.20	284.8		SCHUMAN 0.9	85.9	1.39	4.21	2.05	11.11	9.45	11.50PM
13								285.7		DEVON (Spur) 1.8	85.0						
100 47		1.00	12.01PM	f 4.34	f 5.53	3.55	**1.34**	287.5	DN	CASMALIA 2.5	83.2	**1.34**	4.15	f 1.59	s 11.04	9.30	11.35
31		1.08	12.15	4.39	5.59	4.01	1.39	290.0		ANTONIO 3.2	80.7	1.29	4.10	1.53	10.57	9.10	11.25
50 30		1.19 1.54	12.48	4.44	f 6.05	**4.06**	**1.44**	293.2		NARLON 4.0	77.5	**1.24**	**4.06**	1.48	f 10.51	9.00	11.15
51		2.15	1.10	4.50	f 6.11	4.12	1.50	297.2		TANGAIR 4.1	73.5	1.18	3.54	1.42	10.45	8.45	11.00
18								301.3		AJAX (Spur) 1.4	69.4						
97	YWF	3.35AM	1.25PM	s 4.59PM	s 6.27AM	4.22AM	2.03AM	302.7	DNR	**SURF**	68.0	1.08AM	3.42AM	1.30PM	**10.35PM**	8.20AM	**10.40PM**
		Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			[(50.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUES., THURS., SAT.	Leave Daily
		(5.20)	(6.25)	(1.29)	(1.57)	(1.27)	(1.38)			Time over District		(1.27	(1.40)	(1.40)	(1.50)	(6.05)	(3.35)
		10.50	8.71	34.10	25.95	34.98	30.98			Average speed per hour		34.89	30.36	30.36	27.60	8.32	14.12

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 102 at any station to receive passengers for Yuma or East thereof.

No. 76 at Surf to exchange United States mail.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or East thereof, and at any station between San Luis Obispo and Santa Barbara to discharge passengers from points North and East of San Francisco.

No. 78 on signal at Waldorf Thursday, Saturday and Sunday.

ADDITIONAL STOPS.

No. 101 at any station to discharge passengers from Yuma or East thereof.

No. 77 on signal at Waldorf, Tuesday, Friday and Saturday.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or East thereof.

EASTWARD

San Luis Obispo and Santa Barbara Sub-Division.

WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 111 February 12, 1922.			Distance from Santa Barbara	FIRST CLASS				THIRD CLASS	
	318	244	78	110	76	102							101	77	17	75	317	243
	Local Freight	Sunset Manifest	Shore Line Limited	Sunset Express	The Lark	Sunset Limited							Sunset Limited	Shore Line Limited	Seashore Express	The Lark	Local Freight	Sunset Manifest
	Leave TUE., THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily
		12.01AM	8.00AM	8.15PM	8.00PM	5.00PM	0.0		**SAN FRANCISCO**			370.7	1.00PM	10.30PM	8.25AM	9.30AM		3.00AM
97 YWF	8.45AM	3.42AM	4.59PM	6.27AM	4.22AM	2.03AM	302.7	DNR	**SURF**		5.2	68.0	3.42AM	s 1.30PM	s 10.35PM	1.08AM	2.30PM	10.25PM
49	9.15	4.05	5.09	f 6.38	4.32	2.14	307.9		HONDA	Automatic Block	2.6	62.8	3.29	1.19	f 10.20	12.56	2.05	10.08
3			f	f			310.5		ARLIGHT (Spur)		2.0	60.2		f	f			
47	9.35	4.20	5.19	6.48	4.40	2.24	312.5		ARGUELLO		4.8	58.2	3.23	1.12	10.12	12.49	1.55	9.55
51	9.55	4.47	f 5.26	f 6.57	4.47	2.32	317.3		SUDDEN		3.5	53.4	3.15	f 1.04	f 10.04	12.42	1.35	9.39
50 W	10.10	5.02	f 5.31	f 7.02	4.52	2.37	320.8		JALAMA		4.5	49.9	3.10	f 12.58	f 9.58	12.37	1.15	9.30
43 44	10.30	5.22	f 5.39	f 7.10	5.00	2.45	325.3	D	CONCEPCION		3.3	45.4	3.01	f 12.50	f 9.50	12.29	12.50	9.07
10							328.6		ANACAPA (Spur)		1.2	42.1						
51	10.45	5.40	5.46	7.18	5.06	2.54	329.8		GATO		1.2	40.9	2.54	12.43	9.42	12.22	12.25	8.45
20			f	f			331.0		SAN AUGUSTINE		3.2	39.7		f	f			
17			f	f			334.2		DRAKE		0.6	36.5		f	f			
67	11.00	5.55	5.54	7.28	5.13	3.02	334.8		SACATE		4.6	35.9	2.43	12.36	9.32	12.14	12.05PM	8.30
49 W	11.45AM	6.20	s 6.02	s 7.38	5.20	3.10	339.4	DN	GAVIOTA		0.6	31.3	2.36	s 12.29	s 9.24	12.06	11.45AM	8.10
							340.0		SEAGIRT (Spur)		2.6	30.7						
51	12.22PM	6.30	6.07	7.43	5.25	3.15	342.6		LENTO		3.1	28.1	2.31	12.22	9.18	12.01AM	10.45	7.55
53	12.40	6.45	f 6.12	f 7.49	5.30	3.20	345.7		TAJIGUAS		2.9	25.0	2.27	f 12.17	f 9.13	11.56PM	10.35	7.45
30			f	f			348.6		ORELLA (Spur)		1.3	22.1		f	f			
48	1.00	7.00	6.20	7.58	5.37	3.27	349.9		CAPITAN		3.2	20.8	2.21	12.09PM	9.06	11.49	10.20	7.30
6							353.1		VERAS (Spur)		1.9	17.6						
42 W 27	1.30	7.15	s 6.30	f 8.10	5.47	3.37	355.0	D	NAPLES		2.1	15.7	2.13	s 11.59AM	s 8.58	11.41	10.00	7.10
5							357.1		VILO (Spur)		1.8	13.6						
54	1.50	7.25	6.36	f 8.17	5.52	3.42	358.9		ELLWOOD		1.3	11.8	2.05	11.51	f 8.48	11.33	9.40	6.36
30				f			360.2		COROMAR		1.5	10.5			f			
26							361.7		LA PATERA		1.1	9.0						
50	2.15	7.35	6.42	f 8.24	5.57	3.47	362.8	D	GOLETA		2.1	7.9	2.00	11.46	f 8.42	11.28	9.20	6.23
2							364.9		IRMA (Spur)		1.6	5.8						
45	2.30	7.45	6.49	8.30	6.02	3.53	366.5		HOPE RANCH		1.4	4.2	1.55	11.41	8.36	11.23	8.45	6.16
2							367.9		OLIVA		0.6	2.8						
			6.55	8.35	6.08	4.00	368.5		WEST STA. BARBARA	D.Track	2.2	2.2	1.50	11.36	8.31	11.18	8.35	6.10
TWFO	3.00PM	8.00AM	s 7.05PM	s 8.45AM	s 6.18AM	s 4.10AM	370.7	DNR	**SANTA BARBARA**			0.0	1.45AM	11.30AM	8.25PM	11.13PM	8.25AM	6.00PM
	Arrive TUE. THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(68.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MON., WED. & FRI.	Leave Daily
	(6.15)	(4.18)	(2.06)	(2.18)	(1.56)	(2.07)			.........Time over District.........				(1.57)	(2.00)	(2.10)	(1.55)	(6.05)	(4.25)
	10.88	15.81	32.31	29.57	35.11	32.10			.........Average speed per hour......				34.87	34.00	31.38	35.48	11.18	15.39

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 102 at any station to receive passengers for Yuma or East thereof.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or East thereof, and at any station between San Luis Obispo and Santa Barbara to discharge passengers from points North and East of San Francisco.

ADDITIONAL STOPS.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or East thereof.

No. 101 at any station to discharge passengers from Yuma or East thereof.

No. 75 at Surf to exchange United States Mail.

EASTWARD

Watsonville Jct. and San Luis Obispo Sub-Division.

WESTWARD

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 111 February 12, 1922 STATIONS	Distance from Pacific Grove	FIRST CLASS						THIRD CLASS
	312	148	146	28	84	144	140					141	27	143	85	147	149	311
	Local Freight	Passenger	Passenger	Del Monte Express	Scenic Local	Passenger	Passenger					Passenger	Del Monte Express	Passenger	Passenger	Passenger	Passenger	Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		5.00PM		2.00PM	8.05AM	8.00AM		0.0		**SAN FRANCISCO**	128.3	9.30AM	12.25PM	4.15PM	8.15PM		10.30PM	
52 70 YW	7.30AM	8.05PM	7.20PM	5.16PM	1.10PM	11.15AM	6.30AM	110.4	DNR	**DEL MONTE JCT.** 2.0	17.9	s 6.15AM	s 8.55AM	s 10.40AM	s 4.15PM	s 5.10PM	s 7.05PM	1.05PM
19	7.40	f 8.10	f 7.25	5.20	f 1.15	f 11.20	f 6.35	112.4		NASHUA P. V. R. R. Crossing 1.5	15.9	f 6.10	8.50	f 10.34	f 4.11	f 5.06	f 6.59	12.50
17	7.45	f 8.15	f 7.30	5.23	f 1.20	f 11.25	f 6.40	113.9		NEPONSET 0.9	14.4	f 6.06	8.47	f 10.29	f 4.07	f 5.01	f 6.54	12.45
26		f	f		f	f	f	114.8		LAPIS (Spur) 0.6	13.5	f		f	f	f	f	
8	7.55	f 8.20	f 7.35	5.27	f 1.25	f 11.30	f 6.45	115.4		BARDIN 1.9	12.9	f 6.02	8.44	f 10.25	f 4.03	f 4.57	f 6.49	12.30
10		f	f		f	f	f	117.3		MARINA 2.4	11.0	f		f	f	f	f	
18	8.10	f 8.29	f 7.44	5.36	f 1.35	f 11.39	f 6.54	119.7		GIGLING 0.7	8.6	f 5.53	8.35	f 10.16	f 3.54	f 4.48	f 6.40	12.20
12		f	f			f	f	120.4		WORKFIELD 1.7	7.9	f		f		f	f	
5		f	f		f	f	f	122.1		PRATTCO (Spur) 1.2	6.2	f		f	f	f	f	
10	8.28	f 8.36	f 7.51	5.43	f 1.42	f 11.46	f 7.01	123.3		SEASIDE 1.0	5.0	f 5.46	8.28	f 10.09	f 3.47	f 4.41	f 6.33	12.01PM
10								124.3		RETREAT (Spur) 0.6	4.0							
60	8.40	s 8.40	s 7.55	s 5.50	s 1.46	s 11.50	s 7.05	124.9		DEL MONTE 0.8	3.4	s 5.42	s 8.23	s 10.05	s 3.43	s 4.37	s 6.29	11.50AM
56	9.20	s 8.43	s 7.58	s 5.58	s 1.50	s 11.53AM	s 7.08	125.7		MONTEREY 0.3	2.6	s 5.39	s 8.15	s 10.00	s 3.40	s 4.34	s 6.25	11.40
							s	126.0		SARD 0.4	2.3		s		s			
9								126.4		ORD 0.5	1.9							
8		f	f		f		f	126.9		HOFFMAN AVE. 1.4	1.4	f		f	f	f	f	
28 TWF	9.40AM	s 8.55PM	s 8.10PM	s 6.10PM	s 2.05PM	s 12.03PM	s 7.20AM	128.3	DR	**PACIFIC GROVE** 1.6	0.0	5.30AM	7.55AM	9.50AM	3.30PM	4.25PM	6.15PM	11.00AM
8								129.9		ASILOMAR 0.1	1.6							
51								130.0		**LAKE MAJELLA** (Spur)	1.7							
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.10) 8.26	(0.50) 21.48	(0.50) 21.48	(0.54) 19.88	(0.55) 19.54	(0.48) 22.37	(0.50) 21.48			Time over District Average speed per hour		(0.45) 23.86	(1.00) 17.90	(0.50) 21.48	(0.45) 23.86	(0.45) 23.86	(0.50) 21.48	(2.05) 8.59

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

EASTWARD WESTWARD

Watsonville Jct. and San Luis Obispo Sub-Div.

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco	Time Table No. 111 Feb. 12, 1922 STATIONS	Distance from Spreckels
		0.0	**SAN FRANCISCO**	122.8
78	Y	120.3	**SPRECKELSJCT** 2.5	2.5
		122.8	**SPRECKELS**	0.0
			(2.5)	

Service on Spreckels Branch performed by extra trains only.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

San Luis Obispo and Santa Barbara Sub-Division.

WESTWARD

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations, and Interlockers.	THIRD CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 111 Feb. 12, 1922 STATIONS	Distance from Lompoc	FIRST CLASS		THIRD CLASS	
	320	316	174	172					171	173	315	319
	Local Freight	Local Freight	Mixed	Mixed					Mixed	Mixed	Local Freight	Local Freight
	Leave Mon. Wed. Fri.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Ar. Tues. Thurs.Sat.	Arrive Tues. Thurs. Sat.
				8.15PM	0.0		**SAN FRANCISCO**	312.4		10.30PM		
97 YWF	2.45PM	1.50PM	1.40PM	6.30AM	302.7	DNR	**SURF** 1.1	9.7	s 6.10AM	s 1.10PM	8.00AM	8.15AM
32			f	f	303.8		BARODA 3.8	8.6	f	f		
24			f	f	307.6		POST 0.5	4.8	f	f		
15			f	f	308.1		GARUS (Spur) 0.2	4.3	f	f		
10			f	f	308.3		LA SALLE (Spur) 4.1	4.1	f	f		
Term. T	3.15PM	2.20PM	s 2.10PM	s 7.00AM	312.4	DR	**LOMPOC**	0.0	5.40AM	12.40PM	7.30AM	7.45AM
	Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily			(9.7)		Leave Daily	Leave Daily	Lv. Tues. Thurs.Sat.	Leave Tues. Thurs. Sat.
	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40			Time Over District Average Speed per Hour		(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40

ADDITIONAL STOPS.

No. 172 to receive milk ¾ mile west of Post.

First-class trains on signal at Baroda pumping station 1.4 miles west of Post.

No. 144 at Hoffman Avenue to put off papers.

EASTWARD WESTWARD

S. F. and Watsonville Jct. Sub-Div.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS 202 Mixed Leave MON. ONLY	Distance from San Francisco	Time Table No. 111 February 12, 1922. STATIONS	Distance from New Almaden
		0.0	SAN FRANCISCO	64.1
34 W	10.31AM	50.7	DR **CAMPBELL** 0.1	13.4
		50.8 54.5	JC. ALMADEN BR. 1.5	13.3 9.6
	f 10.38	56.0	L. G. & S. J. ROAD 0.7	8.1
44	f 10.42	56.7	UNION AVE. (Spur) 2.4	7.4
7	f 10.52	59.1	LE FRANC 0.8	5.0
	f 10.56	59.9	THONA 2.2	4.2
		61.1	MERCURY (Spur) 1.6	3.0
6	f 11.08	62.7	ALMADEN CROSS'G 1.4	1.4
Term.	s 11.15AM	64.1	R **NEW ALMADEN**	0.0
	Arrive MON. ONLY		(9.7)	
	(0.44) 13.22		........Time over District........ ....Average speed per hour........	

EASTWARD WESTWARD

San Francisco and Watsonville Jct. Sub-Div.

Capacity of sidings and spurs in car lengths and locations of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 111 February 12, 1922. STATIONS	Distance from New Almaden	FIRST CLASS 201 Mixed Arrive MON. ONLY
	0.0	SAN FRANCISCO	63.0	
50	55.5	RP **LICK** 3.4	7.5	s 12.05PM
12	58.9	ALAMITOS 0.9	4.1	f 11.45AM
17 W	59.8	SEALS 1.5	3.2	f 11.40
6	61.3	GREYSTONE 1.7	1.7	s 11.33
Term.	63.0	R **NEW ALMADEN**	0.0	11.25AM
		(7.5)		Leave MON. ONLY
		......Time over District............ ....Average speed per hour..........		(0.40) 11.25

EASTWARD San Francisco and Watsonville Jct. Sub-Division WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS 90 San Bruno Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Time Table No. 111 February 12, 1922. STATIONS		Distance from San Bruno	FIRST CLASS 91 San Francisco Passenger Arrive Daily EX. SUNDAY
	6.00AM	0.0	DNR **SAN FRANCISCO** 0.9		13.6	s 7.45AM
I		0.9	W. P. Ry. Crossing 0.3		12.7	
		1.2	O. S. Ry. Crossing 0.4		12.4	
	6.07	1.6	EIGHTEENTH STREET 1.1		12.0	7.38
	s 6.11	2.7	VALENCIA STREET 1.3		10.9	s 7.34
17	f 6.16	4.0	BERNAL 1.0		9.6	f 7.29
4		5.0	CRESCENT (Spur) 0.2		8.6	
48	f 6.19	5.2	ELKTON 0.6		8.4	f 7.25
		5.8	RUP (Spur) 0.5		7.8	
10	s 6.23	6.3	P OCEAN VIEW (Spur) 1.1	Double Track	7.3	s 7.21
46	f 6.26	7.4	DALY CITY 0.7		6.2	f 7.17
36	f 6.28	8.1	UNION PARK 0.4		5.5	f 7.15
18	s 6.29	8.5	P COLMA (Spur) 0.6		5.1	s 7.13
4	f	9.1	GREENLAWN (Spur) 0.5		4.5	f
		9.6	HANNA (Spur) 0.1		4.0	
	f	9.7	EMANUEL (Spur) 0.4		3.9	f
10		10.1	CARROL (Spur) 0.2		3.5	
12	f 6.34	10.3	HOLY CROSS 1.1		3.3	f 7.07
14 W	f 6.37	11.4	**BADEN** (Spur) 1.6		2.2	f 7.05
44 44 Y	f 6.40	13.0	**TANFORAN** 0.6		0.6	7.02
22	s 6.45AM	13.6	RP **SAN BRUNO** (Spur)		0.0	7.00AM
	Arrive Daily EX. SUNDAY		(13.6)			Leave Daily EX. SUNDAY
	(0.45) 18.13		..........Time over District.......... ....Average speed per hour..........			(0.45) 18.13

EASTWARD S. F. and Watsonville Jct. Sub-Div. WESTWARD

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 111 February 12, 1922. STATIONS	Distance from So. San Francisco
	0.0	DNR **SAN FRANCISCO**	13.0
W	11.4	**BADEN** (Spur) 1.6	1.6
Yard	13.0	SO. SAN FRANCISCO	0.0
		(1.6)	

Service performed by extra trains only.

EASTWARD S. F. and Watsonville Jct. Sub-Div. WESTWARD

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 111 February 12, 1922. STATIONS	Distance from Loma Prieta
	0.0	**SAN FRANCISCO**	90.4
11 WY	87.0	**APTOS** 1.6	3.4
	88.6	READY (Spur) 1.4	1.8
	90.0	MOLINO (Spur) 0.4	0.4
	90.4	**LOMA PRIETA**	0.0
		(3.4)	

Service on Loma Prieta Branch performed by extra trains only.

ADDITIONAL STOPS—Nos. 90 and 91 on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim, Cypress Lawn and Judson Ave. No. 91 on signal at School Street, west of Colma and at Knowles Avenue, Daly City.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 90 is superior to No. 91.

EASTWARD — San Francisco and Watsonville Jct. Sub-Division. — WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 111 February 12, 1922.	Distance from Santa Cruz	FIRST CLASS						THIRD CLASS
	352 Local Freight	128 Passenger	70 Santa Cruz Limited	120 Passenger	84 Scenic Local	118 Passenger				129 Passenger	69 San Francisco Limited	119 Passenger	23 San Luis Obispo San Francisco Passenger	121 Passenger	87 Scenic Local	351 Local Freight
	Leave TUESDAY, THURSDAY & SATURDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		**STATIONS**		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. MON., WED. & FRIDAY
			4.00PM		8.05AM		0.0	**SAN FRANCISCO**	75.5		9.52AM		4.15PM		9.45PM	
31WY			4.52PM				31.8	DRP **MAYFIELD** 2.2	43.7		s 8.58AM					
							34.0	ALTA MESA 1.7	41.5							
54			s 5.01				35.7	P LOS ALTOS 1.8	39.8		s 8.48					
							37.5	SPRINGER ROAD 0.7	38.0							
							38.2	LOYOLA 1.5	37.3							
	From College Park				Via West San Jose		39.7	SIMLA (Spur) 1.3	35.8				Via West San Jose		Via West San Jose	To College Park
			f				41.0	MONTA VISTA 2.8	34.5		f 8.37					
			f				43.8	AZULE (Spur) 1.4	31.7							
			f				45.2	CONGRESS JUNC. 0.9	30.3		f					
			f				46.1	SAN TOMAS 0.8	29.4		f					
			f				46.9	POLLARD ROAD 0.9	28.6		f					
			f				47.8	QUITO 0.3	27.7		f					
	7.31AM		s 5.27		10.04AM		48.1 51.8	RP **VASONA JCT.** 2.5	27.4		s 8.25		s 2.15PM		s 7.46PM	1.15PM
68 W	8.19		s 5.37		s 10.13		54.3	DP LOS GATOS 1.8	24.9		s 8.19		s 2.08		s 7.40	1.05
			f		f		56.1	LYNDON 0.9	23.1				f		f	
15	8.45		f 5.47		s 10.23		57.0	D ALMA 1.5	22.2		f 8.10		f 1.58		f 7.31	12.05PM
			f				58.5	ALDERCROFT 1.5	20.7							
22	8.55		f 5.56		f 10.32		60.0	EVA 0.3	19.2		8.01		f 1.50		f 7.23	11.45AM
			f		f		60.3	CALL OF THE WILD 1.0	18.9		f		f		f	
16 W	9.15		s 6.01		s 10.38		61.3	D WRIGHT 2.1	17.9		s 7.56		s 1.45		s 7.17	11.30
8			f		s		63.4	LAUREL 1.4	15.8		f		f		f	
23	9.40		f 6.11		s **10.50**		64.8	D GLENWOOD 1.0	14.4		f 7.45		s 1.33		s 7.04	**10.50**
			f		f		65.8	CLEMS 0.4	13.4							
			f				66.2	VIRGINIA 0.4	13.0							
15 W	10.00		f 6.17		f 10.55		66.6	TANK SIDING 0.8	12.6		f 7.39		f 1.25		f 6.55	9.51
5			f		f		67.4	ZAYANTE (Spur) 1.2	11.8		f		f		f	
10	10.10		f 6.22		f 11.01		68.6	MEEHAN 1.8	10.6		7.33		f 1.18		f 6.47	9.41
57	10.20		f 6.27		s 11.06		70.4	OLYMPIA 1.7	8.8		f		f 1.12		s 6.42	9.35
			f		f 11.10		72.1	MT. HERMON 0.3	7.1		f 7.24		f		f	
36 TW	10.30AM 2.10PM	7.50PM	s **6.34**	1.05PM	s 11.14	7.25AM	72.4	DRP **FELTON** 0.9	6.8	s 6.07AM	s 7.22	s 10.50AM	s 1.05	s 4.45PM	s **6.34**	9.25
5	2.20	f 7.53	f	s 1.08	s 11.17	s 7.28	73.3	BIG TREES 2.1	5.9	f	f	s 10.45	s 1.00	s 4.40	s 6.20	8.40
28	2.30	f 8.00	f 6.43	f 1.15	f 11.23	f 7.35	75.4	RINCON 1.5	3.8	5.57	7.12	f 10.38	f 12.53	f 4.33	f 6.13	8.30
		f	f	f	f	f	76.9	GOLF LINKS 1.2	2.3			f		f		
20			f				78.1	EBLIS (Spur) 0.3	1.1			f		f		
		f		s			78.4	PARK STREET 0.8	0.8	f		f		f		
Term. Yd. TWFY	2.45PM	s 8.15PM	s 6.57PM	s 1.30PM	s 11.35AM	s 7.50AM	79.2	DR **SANTA CRUZ**	0.0	5.45AM	7.00AM	10.25AM	12.40PM	4.20PM	6.00PM	8.00AM
	Arrive TUESDAY, THURSDAY & SATURDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. MON. WED. & FRIDAY
	(3.24)	(0 25)	(2.05)	(0.25)	(1.31)	(0.25)		............Time over District		(0.22)	(1.58)	(0.25)	(1.35)	(0.25)	(1.46)	(5.15)
	7.68	16.32	20.98	16.32	18.06	16.32		............Average speed per hour		18.54	22.22	16.32	17.30	16.32	15.50	5.22

Automatic Block (Vasona Jct. to Santa Cruz)

Westward trains are superior to trains of the same class in the opposite direction.

Westward trains take siding at Santa Cruz.

Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

ADDITIONAL STOPS.
- No. 87—Saturday and Sunday on signal at Aldercroft.
- No. 84—Saturday and Sunday on Signal at Aldercroft.
- No. 87—Sunday at any station between College Park and San Francisco to discharge passengers from points east of Los Gatos.

EASTWARD — San Francisco and Watsonville Jct. Sub-Division. — WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 111 February 12, 1922	Distance from Watsonville Jct.	FIRST CLASS						THIRD CLASS	
	358 Local Freight	356 Local Freight	126 Passenger	124 Passenger	84 Scenic Local	122 Passenger	118 Passenger					119 Passenger	123 Passenger	23 San Luis Obispo San Francisco Passenger	125 Passenger	87 Scenic Local	127 Passenger	355 Local Freight	357 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
					8.05AM			0.0		**SAN FRANCISCO**	99.2			4.15PM		9.45PM			
Term. YTWF	4.10PM	11.55AM	6.40PM	3.35PM	11.45AM	9.40AM	8.20AM	79.2	DRP	**SANTA CRUZ**	20.0	s 10.23AM	s 11.35AM	s 12.30PM	s 1.35PM	s 5.45PM	s 8.40PM	8.00AM	1.00PM
			f	f	f	f	f	79.7		0.5 CASINO	19.5	f	f	f	f	f	f		
5			f 6.43	f 3.38	s 11.48	f 9.43	f 8.23	80.4		0.7 SEABRIGHT (Spur)	18.8	f 10.18	f 11.30	f 12.25	f 1.29	s 5.34	f 8.35		
2			f	f	f	f	f	80.9		0.5 TWIN LAKES (Spur)	18.3	f	f	f	f	f	f		
			f	f	f	f	f	81.7		0.8 DEL MAR	17.5	f	f	f	f	f	f		
40 34								83.2		1.5 OPAL (Spur)	16.0								
21	4.27	12.15PM	s 6.52	s 3.48	s 11.59AM	s 9.53	s 8.33	83.9	D	0.7 CAPITOLA	15.3	s 10.08	s 11.20	s 12.15	s 1.20	s 5.25	f 8.25	7.35	12.40
			f	f	f	f	f	85.1		1.2 NEW BRIGHTON	14.1	f	f		f	f	f		
11 YW	4.37	12.30 1.13	s 6.59	s 3.55	s 12.08PM	s 10.01	s 8.40	87.0	D	1.9 APTOS	12.2	s 10.01	s 11.13	s 12.08PM	s 1.13	s 5.18	f 8.18	7.25	12.30PM 11.50AM
6								87.7		0.7 FARLEY	11.5								
9			f	f	f	f	f	89.7		2.0 LEONARD (Spur)	9.5	f	f	f	f	f	f		
2			f	f	f	f	f	90.6		0.9 MANRESA (Spur)	8.6	f	f	f	f	f	f		
				f		f	f	90.8		0.2 CRISTO	8.4	f	f			f			
15	5.07	1.33	f 7.10	f 4.08	f 12.19	f 10.13	f 8.52	92.5		1.7 ELLICOTT	6.7	f 9.47	f 11.02	f 11.57AM	f 1.02	f 5.07	f 8.07	7.09	11.30
37	5.18	1.45	f 7.17	f 4.18	f 12.26	f 10.21	f 9.00	95.8		3.3 NUGA	3.4	f 9.40	f 10.55	f 11.50	f 12.55	f 5.00	f 8.00	6.58	11.15
Yard	5.25	1.52	s 7.22	s 4.23	s 12.31	s 10.27	s 9.06	97.8		2.0 P. V. R. R. Crossing WATSONVILLE	1.4	s 9.35	s 10.50	s 11.45	s 12.50	s 4.55	s 7.55	6.51	11.06
Yard TYWF	5.35PM	2.00PM	s 7.30PM	s 4.30PM	¶ 12.35PM	s 10.35AM	s 9.15AM	99.2	DNR	1.4 **WATSONVILLE JCT.**	0.0	9.30AM	10.45AM	11.40AM	12.45PM	4.50PM	7.50PM	6.45AM	11.00AM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily EX. SUNDAY
	(1.25) 14.12	(2.05) 9.60	(0.50) 24.00	(0.55) 21.82	(0.50) 24.00	(0.55) 21.82	(0.55) 21.82			Time over District Average speed per hour		(0.53) 22.64	(0.50) 24.00	(0.50) 24.00	(0.50) 24.00	(0.55) 21.82	(0.50) 24.00	(1.15) 16 00	(2.00) 10.00

EASTWARD — San Francisco and Watsonville Jct. Sub-Division. — WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 111 February 12, 1922	Distance from Boulder Creek	FIRST CLASS				THIRD CLASS
	354 Local Freight	524 Passenger	522 Passenger	520 Passenger	518 Passenger					519 Passenger	521 Passenger	523 Passenger	525 Passenger	353 Local Freight
	Leave TUESDAY, THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUESDAY, THURS.& SAT.
		4.00PM		8.05AM		0.0		**SAN FRANCISCO**	79.7	9.52AM	s 4.15PM	9.45PM		
36 TW	11.25AM	6.35PM	4.45PM	11.15AM	6.10AM	72.4	DRP	**FELTON**	7.3	s 7.20AM	s 1.00PM	s 6.25PM	s 7.50PM	1.40PM
						72.7		0.3 OLD FELTON (Spur)	7.0					
		f	f	f	f	73.4		0.7 BONNY BRAE	6.3	f	f	f	f	
		f	f	f	f	74.3		0.9 BRACKNEY	5.4	f	f	f	f	
3		f	f	f	f	74.7		0.4 GLEN ARBOR (Spur)	5.0	f	f	f	f	
		f	f	f	f	75.9		1.2 NEWELL JCT. (Spur)	3.8	f	f	f	f	
11	11.55AM	s 6.50	s 5.00	s 11.28	s 6.23	76.3		0.4 BEN LOMOND	3.4	s 7.04	s 12.47	s 6.09	s 7.34	1.17
		f	f	f	f	77.3		1.0 PHILLIPSHURST	2.4	f	f	f	f	
9		f	f	f	f	77.6		0.3 SIESTA (Spur)	2.1	f	f	f	f	
		f	f	f	f	77.9		0.3 FISH HATCHERY	1.8	f	f	f	f	
8	12.15PM	f 6.59	f 5.09	f 11.35	f 6.30	78.3		0.4 BROOKDALE (Spur)	1.4	f 6.55	f 12.40	f 6.00	f 7.25	12.57
		f	f	f	f	78.8		0.5 HARRIS	0.9	f	f	f	f	
		f	f	f	f	79.1		0.3 FILBERT	0.6	f	f	f	f	
Term. TW	12.25PM	s 7.05PM	s 5.15PM	s 11.40AM	s 6.35AM	79.7	DRP	0.6 **BOULDER CREEK**	0.0	6.50AM	12.35PM	5.55PM	7.20PM	12.50PM
	Arrive TUESDAY, THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX.SUNDAY			(7.3)		Leave Daily EX.SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY, THURS.& SAT.
	(1.00) 7.30	(0.30) 14.60	(0.30) 14 60	(0.25) 17.52	(0.25) 17.52			Time over District Average speed per hour		(0.30) 14.60	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76

Westward trains are superior to trains of the same class in the opposite direction. Westward trains take siding at Santa Cruz.

EXCEPTIONS: No. 518 is superior to No. 519. No. 520 is superior to No. 521. No. 522 is superior to No. 523. No. 524 is superior to No. 525. No. 354 is superior to No. 353.

ADDITIONAL STOPS: No. 87 Sunday at any station between College Park and San Francisco to discharge passengers from points east of Los Gatos.

EASTWARD San Francisco and Watsonville Jct. Sub-Division. WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 111 February 12, 1922.	Distance from Vasona Junction	FIRST CLASS					THIRD CLASS	
	802	352	202	502	84					503	501	23	557	87	801	351
	Local Freight	Local Freight	Mixed	Passenger (Via Oakland)	Scenic Local					Passenger (Via Oakland)	Passenger (Via Oakland)	San Luis Obispo San Francisco Passenger	Passenger (Via Oakland)	Scenic Local	Local Freight	Local Freight
	Leave Daily EX. SUNDAY	Leave TUES. THURS. & SATURDAY	Leave MONDAY ONLY	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUN.	Arrive MON., WED., & FRI.
				7.40AM	8.05AM	0.0		**SAN FRANCISCO**	53.3	7.10AM	4.50PM	4.15PM	10.05PM	9.45PM		
Yard	11.30AM			9.42AM		44.3	D	SANTA CLARA 1.4	9.0	s 4.51AM	s 2.43PM		s 8.18PM		11.05AM	
I	11.35AM	7.00AM	10.15AM	f 9.45AM	9.45AM	45.7	RP	**COLLEGE PARK** 1.1	7.6	4.48AM	f 2.38PM	f 2.40PM	8.13PM	f 8.15PM	10.55AM	2.25PM
Yard TWFO		7.05	s 10.20		s 9.50	46.8	P	WEST SAN JOSE 0.8	6.5			s 2.35		s 8.10		2.20
						47.6		W. P. R. R. Crossing 1.3	5.7							
35 23		7.10	f 10.25			48.9		FOYLE (Spur) 0.8	4.4							
7			f			49.7		MOULTON (Spur) 1.0	3.6							
34 W		7.25	s 10.31AM		s 9.57	50.7	DR	**CAMPBELL** 2.2	2.6			s 2.20		f 7.51		2.00
6						52.9		VASONA (Spur) 0.4	0.4							
		7.31AM			s 10.04AM	53.3 51.8	RP	**VASONA JUNCTION**	0.0			2.15PM		7.46PM		1.15PM
	Arrive Daily EX. SUNDAY	Arrive TUES. THURS. & SATURDAY	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily			(9.0)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUN.	Leave MON., WED., & FRI.
	(0.05) 16.80	(0.31) 14.71	(0.16) 18.75	(0.03) 28 00	(0.19) 24.00			Time over District Average speed per hour		(0.03) 28.00	(0.05) 16.80	(0.25) 18.24	(0.05) 16.80	(0.29) 15.72	(0.10) 8.40	(1.10) 6.50

Western Division trains will be governed by Western Division time table between Santa Clara and College Park.

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

EASTWARD San Fran. and Watsonville Jct. Sub-Div. WESTWARD

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 111 February 12, 1922.	Distance from Tres Pinos	FIRST CLASS		THIRD CLASS
	416	206	204					203	205	413
	Local Freight	Mixed	Mixed					Mixed	Mixed	Local Freight
	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		2.00PM	8.00AM	00.0		**SAN FRANCISCO**	101.1	12.25PM	8.15PM	
	11.10AM	4.23PM	10.25AM	83.2	RP	**CARNADERO** 0.7	17.9	s 8.50AM	s 3.35PM	5.30PM
22		f	f	83.9		PLANTEL 1.1	17.2	f	f	
		f	f	85.0		SAWYER 0.9	16.1	f	f	
25		f	f	85.9		FEP (Spur) 4.4	15.2	f		
11	11.40AM	f 4.35	f 10.40	90.3		HUDNER 3.4	10.8	f 8.36	s 3.15	5.05
		f	f	93.7		DURI 1.2	7.4	f	f	
28 W	12.50PM	s 4.48	s 11.00	94.9		HOLLISTER 3.8	6.2	s 8.28	s 3.00 12.50	4.48
		f	f	98.7		AGATE 2.4	2.4	f	f	
Term. T	1.10PM	s 5.03PM	s 11.20AM	101.1		**TRES PINOS**	0.0	8.15AM	12.30PM	2.30PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(2.00) 8.90	(0.40) 26.85	(0.55) 19.52			Time over District Average speed per hour		(0.35) 30.61	(3.05) 5.80	(3.00) 5.97

EASTWARD San Francisco and Watsonville Jct. Sub-Division WESTWARD

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 111 February 12, 1922.	Distance from Davenport	FIRST CLASS			THIRD CLASS	
	362	360	406	404	402					401	403	405	359	361
	Local Freight	Local Freight	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Local Freight	Local Freight
	Leave Daily Ex. SUNDAY	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
						0.0		**SAN FRANCISCO**	90.7					
Term. FWTY	1.15PM	8.20AM	10.50PM	3.35PM	6.45AM	79.2	DR	**SANTA CRUZ** 1.9	11.5	s 8.15AM	s 5.05PM	s 12.20AM	10.45AM	3.30PM
48	1.20	8.25	f 10.55	f 3.40	f 6.55	81.1		ORBY 2.3	9.6	f 8.08	f 4.58	f 12.13	10.37	3.23
						83.4		WILDER SPUR 2.5	7.3					
37	1.32	8.37	f 11.07	f 3.52	f 7.07	85.9		GORDOLA 0.2	4.8	f 7.56	f 4.46	f 12.01AM	10.26	3.11
			f	f	f	86.7		MAJORS (Spur) 4.0	4.0	f	f	f		
Term. WY	1.45PM	8.50AM	s 11.20PM	s 4.05PM	s 7.20AM	90.7	RP	**DAVENPORT**	0.0	7.45AM	4.35PM	11.50PM	10.15AM	3.00PM
	Arrive Daily EX SUNDAY	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily			(11.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.35) 19.70			Time over District Average speed per hour		(0:30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0 30) 23.00

ADDITIONAL STOPS

All first class trains on signal at Younglove Avenue and California Street, Santa Cruz, at Wilder Spur, at point opposite dairy building one-half mile west of Wilder Spur, at Laguna Creek, Liddel and Lower Crossing, Davenport.

Westward trains are superior to trains of same class in opposite direction.

Exceptions: No. 402 is superior to No. 401; No. 404 is superior to No. 403; No. 406 is superior to No. 405.
No. 360 is superior to No. 359; No. 362 is superior to No. 361.
No. 204 is superior to No. 205.
No. 416 is superior to No. 413.

SPECIAL INSTRUCTIONS.

1. EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

2. ON DOUBLE TRACK, BETWEEN THIRD STREET SAN FRANCISCO AND SAN JOSE VIA BAYSHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO, BAYSHORE, SAN JOSE OR REDWOOD JUNCTION.

3. TRAINS AND YARD ENGINES MAY MOVE BETWEEN SAN FRANCISCO AND SAN BRUNO VIA BAYSHORE IRRESPECTIVE OF TIME TABLE SUPERIORITY EXCEPT THAT FREIGHT TRAINS AND YARD ENGINES MUST TAKE EVERY PRECAUTION POSSIBLE TO AVOID DELAY TO PASSENGER TRAINS.

4.

STANDARD CLOCKS.

San Francisco, Dispatcher's Office,
“ “ Telegraph Office,
“ “ Engineers' Room,
Bayshore Yard Office,
“ Round House,
Redwood Jct., Telegraph Office,
San Jose passenger station,
Santa Cruz “ “
Gilroy “ “
Tres Pinos “ “
Watsonville Jct., “ “
Salinas, passenger station,
Del Monte Jct. “ “
Pacific Grove “ “
San Ardo “ “
Santa Margarita “ “
San Luis Obispo, Telegraph Office,
Surf, passenger station,
Santa Barbara telegraph office

5.

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, 65 Market Street.....San Francisco
T. Lundy, 718 Market Street.....San Francisco
Gensler-Lee, 818 Market Street.....San Francisco
Kline & Logie, 2048 Mission Street.....San Francisco
H. W. Copp, 696 Third Street.....San Francisco
and all territory on Division.

H. R. Bardwell	San Jose	Goodfriend & Traub	Salinas
R. Kocher & Son	San Jose	E. B. Lewis	Pacific Grove
J. G. McAlpine	Gilroy	L. M. McManus	San Luis Obispo
Herbert Rappe	Watsonville	I. F. Bitterly Co	Santa Barbara
Klein & Trumbley	Santa Cruz	Walter Zeiche	Lompoc

6.

BULLETIN BOARDS.

San Francisco,
Bayshore Yard Office,
Bayshore Roundhouse,
Redwood Jct.,
San Jose,
Gilroy,
Watsonville Jct.,
Santa Cruz,
Pacific Grove,
San Ardo,
San Luis Obispo,
Surf,
Lompoc,
Santa Barbara.

7.

CLEARANCE CARDS.

(a) Rule 83A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

(b) Trains must obtain clearance card before leaving San Jose.

(c) Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

(d) Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

(e) Eastward trains via Los Altos must obtain clearance card at Mayfield when operator is on duty.

8.

REGISTERING—EXCEPTIONS.

Santa Barbara: (a) Train register is maintained at Passenger Station and Yard Office.

(b) The Yard Office will be considered the initial station for both Divisions except that westward first-class trains holding Los Angeles Division order to display signals to Santa Barbara must display them to the Passenger Station.

(c) Eastward first-class trains holding Coast Division order to display signals to Santa Barbara must display them to the Yard Office and under no circumstances must they be taken down at west end of double track or between that point and the Yard Office.

(d) Only first-class trains will register at the Passenger Station for the information of eastward first-class trains of the Los Angeles Division and for westward inferior trains of the Coast Division to check against eastward first-class trains of the Coast Division that do not appear on the Coast Division register at the Yard Office to avoid making an observation check on double track, also to check against all westward first-class trains of the Coast Division.

(e) First-class trains will register by ticket (Form 2642) at the Yard Office. Eastward first-class trains of the Los Angeles Division will accept the registration of westward first-class trains as they appear on the Passenger Station register, as applying at the Yard Office, but must check at Yard Office against over due first-class westward trains not on the register at the Passenger Station.

(f) Single track Rule 14 (k) will apply to the double track between East and West Santa Barbara. First-class trains being permitted to register at Yard Office by Form 2642 as per Rule 83 (b) conductors, telegraphers or telephone operators must comply with Rule 96, the same as non-registering stations.

(g) Conductors and engineers of eastward first-class trains will obtain by telephone necessary information from the telegraph operator to enable them to properly indicate the identity of their train before leaving Passenger Station. Telegrapher at the Yard Office will furnish conductors and engineers of westward first-class trains all orders, clearance and special instructions governing movement of such trains west of Passenger Station on the Coast Division. Engineers receiving such orders and special instructions at the yard office will deliver same to outgoing engineers if relieved at Santa Barbara.

(h) The clerk at Passenger Station will advise telegrapher in Yard Office the arriving time and departing time of all first-class trains in addition to other information shown on the register at Passenger Station. Conductors must show the same information on Form 2642 at Yard Office as shown on register at the Passenger Station. The telegrapher at Yard Office must see that trains for the Coast Division and Los Angeles Division are registered in their respective registers.

Visitacion Tower—Bayshore Yard: (i) Only trains originating and terminating.

In addition, eastward trains originating at Bayshore Yard must obtain clearance card (Form 2642) and train orders from crane located at Visitacion Tower. Westward trains terminating at Bayshore Yard register by ticket (Form 2642) at Visitacion Tower. Eastward and westward trains register at Bayshore Yard Office.

San Bruno: (j) Only trains originating and terminating.

Redwood Jct.: (k) Only trains via Dumbarton line and trains originating and terminating.

Mayfield: (l) Only trains via Los Altos and trains originating and terminating.

College Park: (m) Only trains via West San Jose and trains originating and terminating.

(n) All eastward trains on Campbell line stopping to register at College Park switch house must not stop until rear of train is east of interlocking signal, this line.

(o) All eastward trains into Market Street station, when stopping to register at College Park switch house, must not stop with more than one car west of switch house.

(p) All westward Coast Division trains stopping at College Park station must not stop until rear of train is opposite shelter shed.

(q) Western Divison trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

Lick and Campbell: (r) Only trains moving over New Almaden Branches.

Gilroy: (s) Only trains originating and terminating.

Carnadero: (t) Only trains to and from Tres Pinos Branch.

Del Monte Junction: (u) Only trains running under schedules originating and terminating and trains via Gigling.

Salinas, San Ardo and Surf: (v) Only trains originating and terminating.

(w) Enginemen will accept check of register at Third Street, San Francisco.

(x) At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

9.

TRAIN AND AIR INSPECTION.

(a) Passenger trains originating at points where car inspectors are not employed will make air brake test in the manner prescribed by Air Brake Rules Nos. 13 and 16 and will make the rear end brake test at intermediate or turning points, where the brake pipe has been separated, as prescribed by Air Brake Rule No. 17.

(b) Freight and mixed trains originating at points where car inspectors are not employed will make air brake test in manner prescribed by Air Brake Rule No. 11, on the initial trip each day and will make the rear end brake test at intermediate and turning points or where brake pipe has been separated as prescribed by Air Brake Rule No. 17.

(c) When locomotive has been coupled to a train, or when two or more parts of a train have been coupled together, all brake pipe and signal pipe connections must be connected up and cocks in signal and brake pipes opened except on the rear end of the last car, which must be closed.

After train is properly charged, the engineman will make a reduction of 10 pounds; will then signal the crew by one blast of the steam whistle; the rear brakeman will then open the angle cock at the rear end of the last car gently, and continue to open it gently until it is wide open; then after it is wide open shut it off; engineman will then note if brake pipe gauge hand in cab falls and when it has fallen he will answer with two blasts of the steam whistle—this will indicate that the engineman is satisfied that the air is fully through the train; engineman will release brakes by placing brake valve handle in full release position until the brake pipe pressure is restored to at least within 5 pounds of the pressure carried before returning brake valve handle to running position, and make short release per Rules 11 and 13.

(d) All trains will make rear end brake test at Santa Margarita and Glenwood, also at any point where brake pipe has been separated, as prescribed by Air Brake Rule No. 17.

(e) When making running test leaving San Francisco, San Jose, Watsonville Jct., Santa Margarita, and San Luis Obispo it must not be made until rear of train is over Fourth Street, San Francisco, past the water columns on both tracks at San Jose, past the water columns at Watsonville Jct., past the water columns at Santa Margarita, and past the place where engine stands on train at San Luis Obispo. At other places where running tests are required to be made rear of train must pass place where track is slippery, due to oil and water on rails from standing engines; this on account of liability of sliding and flattening wheels at these points.

(f) Running test to be made by eastward and westward passenger trains after passing summit in Tunnel No. 6 between Cuesta and Thyle.

When hand proceed signals cannot be seen at head end of train, trainmen should signal engineer by five (5) blasts of air whistle.

(g) No freight train must make a continuous run of over thirty (30) miles without making a stop of ten (10) minutes or more, to make a careful inspection of wheels, running gear, etc., except that where water stations are more than thirty (30) miles and less than thirty-five (35) miles apart and one stop may be eliminated by running between water stations, this will be permissible, distance of thirty-five (35) miles in no instance being exceeded.

(h) Eastward freight trains stop at Chorro 10 minutes or more to permit heat to radiate to center of wheels and for trainmen to inspect wheels and running gear. Trains delayed at Serrano 10 minutes or more will make inspection at that point and omit stop at Chorro. Engines running light will make the same stops, but for 5 minutes only.

(i) Conductors will show on delay reports where inspections made and time consumed.

(j) Running test must be made by passenger trains approaching points where speed is restricted by slow boards placed on each side of restricted territory at Rocky Point, Bradley, Villa Creek west of Pismo and such other points as may be indicated from time to time by erection of standard slow boards.

(k) When arriving at inspection stations, the slack should be stretched out. After stretching, set air and leave brakes applied in order to facilitate inspection by carmen.

(l) When cutting helpers off of head end, rules 20 and 37 Rules and Regulations governing air brake and signal apparatus must be complied with.

METHOD FOR TESTING FOR TRIPLE, CAUSING UNDESIRED APPLICATION OF AIR BRAKES (DYNAMITER).

(m) If test is made on grade, a sufficient number of hand brakes must be set to secure train.

(n) The brake pipe must be fully charged and brake valve kept in running or release position according to the type of brake or valve. Westinghouse in running position and New York in release position.

(o) Trainmen will then, starting from rear, station themselves so as to observe two cars apiece. The angle cock ahead of the cars being tested will then be closed and angle cock on rear of caboose opened very slowly, allowing a small flow of air, about the same as would be made from brake valve for a service application. If all brakes apply properly and show no bad triple action, close angle cock on rear of caboose.

(p) The above procedure is to be followed throughout the train, first separating the hose between the forward car of the cut, already tested, and the rear car of the cut to be tested and closing the angle cock at the forward end of the leading car of the cut—the number of cars in each test depending upon the number of trainmen available, not to exceed two cars for each man. Air brake of car going into emergency will be cut out and report rendered on Form 2809.

(q) After test is completed and before train proceeds, rear end air brake test, as per Rule 17, must be made to insure all hose coupled and angle cocks in proper position.

10.

USE OF RETAINERS.

(a) Conductors will be responsible for proper handling of retainers by brakemen.

(b) On passenger trains descending grades between San Luis Obispo and Santa Margarita, all available retainers will be turned up, including the retainer on tenders of locomotives, as soon as train passes the summit. In order that the retainers may be gotten into operation before any considerable distance is covered, trains will not exceed a speed of twenty miles per hour on westward trains from summit to West switch at Cuesta and on eastward trains from summit to West portal of Tunnel No. 8.

(c) On freight trains, descending grades between San Luis Obispo and Santa Margarita, all retainers will be turned up, including retainer on tender of locomotives.

(d) Retainers will be used on westward trains to the automatic distant signal east of Santa Margarita and on eastward trains to the west switch at Hathaway.

(e) Should wheels give evidence of excessive heating, retainer may be turned down for a time and then turned up again.

(f) Retainers will be used at other points and under other conditions where in judgment of the engine and train crew it is deemed necessary.

(g) Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL

NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

(h) Eastward freight trains reduce speed to 10 miles per hour from a point one-half mile west of west switch, Hathaway, to east switch, Hathaway, to give trainmen an opportunity to turn down retainers.

11. USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

(a) Within automatic block signal limits, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule No. 211 is modified as follows:

(b) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule No. 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule No. 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatchers have signature of superior trains before completing order to inferior trains.

(c) Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials before delivery. Operator will retain carbon copy of clearance.

(d) Train dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(e) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(f) Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, not to exceed 20 miles per hour, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

12. TRAIN DISPATCHING TELEPHONES.

Train Dispatching Telephones are located at telegraph stations between San Francisco and San Jose and at all stations between San Jose and Santa Barbara (except Tennant and Miller); also at following stations between Watsonville Junction and Santa Cruz: Capitola, Aptos, Ellicott and Nuga, and following stations between Del Monte Junction and Pacific Grove: Neponset, Gigling, Del Monte, Monterey and Pacific Grove.

Rule 251 is amended to read as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until
Nine fifty 950 P. M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d"; pronounce the word "Number," which will be abbreviated by "No."; pronounce the figures 2-5 and follow by spelling each digit, thus: "T-w-o f-i-v-e"; pronounce the word "Engine," which may be abbreviated in the order as "Eng"; pronounce the engine number in figures as "3-2-0-5," then follow by spelling each figure, as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e"; pronounce the words "wait at," then pronounce the station name and follow by pronouncing each letter of the station name, as "N-e-w-h-a-l-l"; pronounce the word "until," then pronounce the time, "950", in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y," then pronounce the figures "9-5-0" followed by "P. M."; pronounce the word "for" also "Extra," then name each figure in the number, as "2-7-5-6" followed by spelling, as "t-w-o s-e-v-e-n f-i-v-e s-i-x," and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

13. AUTOMATIC SIGNALS.

Rule 504 is amended as follows:

(a) When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

(b) ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

(c) ON DOUBLE TRACK, a train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(d) Signal governing westward trains San Luis Obispo yard and distant signal governing westward trains Logan located on left side of track.

(e) When train is stopped by automatic block signals 1001 or 1002, Watsonville Junction Yard, 1184 (to passenger station only) or 1185, Salinas Yard, 2524 or 2525, San Luis Obispo Yard, it may proceed under control not exceeding six (6) miles per hour to next home signal if track is known to be clear or in established yards on signal of yardman.

(g) West Santa Barbara, signal 3686, will not assume the proceed position until after switch is lined for eastward main track.

(h) Westward trains will stop east of signal 833 if to hold main track with a meet at Carnadero.

(i) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(j) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(k) When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(l) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

(m) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train. Telegram to be addressed jointly to Superintendent and Chief Train Dispatcher.

(n) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(o) Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

(p) Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

14. OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan and West Siding Casmalia. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

15. STAFF LIMITS.

(a) **Wright and Glenwood.** Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

(b) In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When office at Wright or Glenwood is closed trains moving without staff must register.

16. INTERLOCKING PLANTS.

Trains must clear detector circuit at all times.

Particular attention to Rules 671 and 903.

Rules 630 and 663 are amended as follows, by which employees will be governed:

"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals."

"663. Enginmen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailers and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."

When working in interlocking limits all trains and yard engines must be governed by fixed signals and must move far enough to get fixed signal for move in reverse direction.

Engineers will sound one short and two long (o ——— ———) blasts of whistle for Coast Division main track.

17. Fourth Street Tower.

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks and ladders and certain switches adjacent.

All moves within these limits will be governed by dwarf signals (home signals are not semi-automatic), each signal over route train is using good only to next signal. Movement must be made under control and position of switches observed as such signals govern movements for various routes.

Trains, or yard engines, coming from train sheds at Passenger station may proceed to first signal eastward from train shed.

If one blast of large air whistle at interlocking tower is sounded all trains and yard engines within limits of interlocking plant must stop.

When their train is ready to depart Conductors will push button on same side of post in train shed as the starting light for their train is on.

As detector circuits control switches, cars must not be left standing on them.

The tracks and switches within this plant are numbered and in arranging between yard men and tower men for movements, tracks, or switch numbers or both should be used so clear understanding will be had. All orders over phone must be carefully given and repeated back.

18. Potrero Tower.

Limits extend from high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1, on westward main track, to dwarf two-arm home and distant signal 600 feet west of tower on eastward main track, including main tracks, yard and roundhouse leads and certain switches adjacent.

All movements within these limits will be governed by dwarf signals, except westward movement on westward main track through Tunnel No. 1; which movement will be governed by high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1; this signal good only through Tunnel No. 1 to dwarf two-arm home and distant signal 210 feet west of west portal of Tunnel No. 1. Westward trains and yard engines moving through Tunnel No. 1 must be prepared to stop at this dwarf signal.

Whistle signals:

One long and one short (——— o) blasts of whistle for Mission Bay Yard; one long two short and one long (——— o o ———) blasts of whistle for track two; one short, one long and two short (o ——— o o) blasts of whistle for track three; two short, one long and two short (o o ——— o o) blasts of whistle for track adjacent and parallel to eastward main track; one short and one long (o ———) blasts of whistle for Roundhouse.

In order to facilitate movement, engines and drags when ready to leave San Francisco for Bayshore will use following whistle signals; two long and one short (——— ——— o) blast of whistle for outbound yard, Bayshore; two short, one long and one short (o o ——— o) blasts of whistle for inbound yard, Bayshore; one short, two long and one short (o ——— ——— o) blasts of whistle for movement into Bayshore Yard through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore Station.

Towerman Potrero Tower will notify towerman Bayshore Tower where engines and drags desire to go on arrival at Bayshore.

If westward train is stopped at interlocking signal which is located 550 feet east of east portal of Tunnel No. 1, call Potrero towerman on telephone which is located in the shelter shed at 23d Avenue. On receiving authority from towerman, train may then, being preceded by a flag, move through Tunnel No. 1.

19. Bayshore Tower.

Limits extend from high three-arm home and distant signal 400 feet east of east portal Tunnel No. 4, on eastward main track to high two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 on westward main track, including main tracks, yard leads and certain switches adjacent.

High three-arm home and distant signal 400 feet east of Tunnel No. 4, top arm good for eastward main track, middle arm is distant signal for eastward main track, lower or short arm good eastward for other routes. High two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 good for westward main track.

Other movements governed by dwarf signals.

Whistle signals:

Two long and one short (——— ——— o) blasts of whistle for outbound yard; two short, one long and one short (o o ——— o) blasts of whistle for inbound yard; one short, two long and one short (o ——— ——— o) blasts of whistle for movement into Bayshore Yard through either 5 or 7 switch just east of westward cross-over which is 300 feet east of Bayshore Station; two short, one long and two short (o o ——— o o) blasts of whistle for car repair yard; one short and one long (o ———) blasts of whistle for drill No. 1; one long, two short and one long (——— o o ———) blasts of whistle for drill No. 2.

In order to facilitate movement, engines and drags will sound following whistle signals when ready to depart from Bayshore to San Francisco: One long

INTERLOCKING PLANTS—Continued

and one short (——— o) blasts of whistle for Mission Bay Yard; one long, two short and one long (——— o o ———) blasts of whistle for track two; one short, one long and two short (o ——— o o) blasts of whistle for track three in San Francisco.

Towerman Bayshore Tower will notify towerman Potrero Tower where engines and drags out of Bayshore desire to go on arrival at San Francisco.

20. Visitacion Tower.

The limits extend from dwarf signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower, including main tracks, yard leads, and certain switches adjacent.

Movement of westward trains on westward main tracks will be governed by home and distant signal on high mast 440 feet east of tower, other routes by lower or short arm.

Movement of eastward trains on eastward main track will be governed by home and distant signal on signal bridge; movement against current of traffic by lower or short arm.

Other movements governed by dwarf signals.

Signal 420 feet west of tower on inbound yard lead for movement out of yard is not operative. Whenever necessary to make this move it must be under flag protection only, after receiving signal from towerman as per Rule 630.

Westward trains and yard engines for Bayshore yard must use inbound lead. Easward trains and yard engines from Bayshore yard must use outbound lead.

Whistle signals:

One long and one short (——— o) blast of whistle for Bayshore Yard.

One short and one long (o ———) blast of whistle for Tunnel 5 spur.

21. College Park Tower.

Limits extend from signal bridge 1200 feet west of tower to three-arm signal 700 feet east of tower on westward main track, including main tracks and certain switches adjacent.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm good for other routes.

Westward trains Campbell track governed by dwarf signal 500 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.

Whistle signals:

Two short, one long and two short (o o ——— o o) blasts of whistle for Newark or Campbell track; one long and one short (——— o) blasts of whistle for San Jose freight yard; two long and one short (——— ——— o) blasts of whistle for Santa Cruz drill track; one short and one long (o ———) blasts of whistle for Santa Clara.

22. San Jose Tower. (Coast Division.)

Limits extend from dwarf signals just west of First Street to high one-arm signal at Fourth Street, including main tracks and certain switches adjacent.

Towerman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

One arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through cross over to dwarf signal or to eastward main track.

Three-arm signal between First and Second Streets, upper arm to Western Division main track, middle arm Coast Division main track, lower arm other routes.

Dwarf signals govern movement of eastward trains from track three or from freight yard to main track.

Whistle signals:

One long and one short (——— o) blasts of whistle for Coast Division trains for freight yard.

One short, two long, and one short (o ——— ——— o) blasts of whistle for shed track. One long, two short and one long (——— o o ———) blasts of whistle for eastward main track.

San Jose Tower. (Western Division.)

Limits extend from dwarf signals just west of First Street to high two-arm signal at Third Street, including main track and certain switches adjacent.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track three to Niles line.

Whistle signals:

One long and one short (——— o) blasts of whistle for Western Division trains for freight yard.

Two short, one long and two short (o o ——— o o) blasts of whistle when to move from San Jose Yard to Western Division Niles line; one short and one long (o ———) blasts of whistle for Borcher's Spur.

Other movements governed by dwarf signals.

Valbrick Tower.

Limits extend from high two-arm signal 730 feet west of tower to high three-arm signal 1000 feet east of tower, including main track and siding.

Movement eastward main track governed by home and distant signal (high mast) 730 feet west of tower.

Movement westward main track governed by home and distant signal (high mast) 1000 feet east of tower, short arm on this mast good to Valbrick Siding.

Other movements Valbrick siding governed by dwarf signals.

Whistle Signals:

One long and one short (——— o) blast of whistle for Valbrick siding.

23. P. C. R. R. Crossing.

Note general and special rules.

Both East and West Signals, P. C. R. R. Interlocking Plant, are so arranged that they are part of the automatic block system as well as interlocking signals, and after receiving proper hand signal from towerman, train must be preceded by flagman as per Rule 504.

A train stopped by home automatic signals 2582 or 2613 will flag, according to rule, to semi-automatic home or distant interlocking signal at P. C. R. R. Interlocking Plant and be governed by position of that signal.

24. Ninth and Division Tower, San Francisco.

Limits on Coast Division tracks extend from dwarf signal 250 feet west of tower to high one-arm signal 600 feet east of tower, including main track and certain switches adjacent.

Eastward trains governed by dwarf signal 250 feet west of tower.

Westward trains governed by one-arm signal 600 feet east of tower; this signal governs two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Other movements governed by dwarf signals.

Whistle signals:

One short and one long (o ———) blasts of whistle for Chemical Works; two short, one long and two short (o o ——— o o) blasts of whistle for upper stone yard; one short, one long and two short (o ——— o o) blasts of whistle for lower stone yard; two long and one short (——— ——— o) blasts of whistle for Dunham, Carrigan & Hayden Spur; one long and one short (——— o) blasts of whistle for old eastward track.

Interlocking signals govern only through interlocking limits.

25. SPEED RESTRICTIONS.

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

NO FREIGHT TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

Through Interlocking Limits Under Control.	Passenger	Freight
San Francisco, Third St. Sta., to east end Portal Tunnel No. 1, ⅛ mile	25	25
East Portal Tunnel No. 1-South San Francisco	40	20
South San Francisco, West Switch Spreckles Jct.	50	35
W-SW Spreckles Jct.-E-SW Dean	40	35
E-SW Dean to Santa Margarita	50	35
Santa Margarita-Goldtree	30	18
Goldtree-San Luis Obispo	40	18
San Luis Obispo-Santa Barbara	50	35
Valencia St.-San Bruno, via Tanforan	30	18
Lick-New Almaden-Campbell	15	15
Carnadero-Hollister	40	30
Hollister-Tres Pinos	30	18
Watsonville Junction-Santa Cruz	30	25
Del Monte Junction-Monterey	30	18
Monterey-Pacific Grove	25	18
Pacific Grove-Asilomar	15	15
Surf-Lompoc	30	20
College Park-Vasona Junction	40	30
Vasona Junction-Los Gatos	30	18
Los Gatos-Eva	20	15
Eva-Eblis	25	18
Davenport-Santa Cruz	30	30
Boulder Creek-Felton	20	12
Spreckels Branch	....	15
Loma Prieta Branch	....	8
Mayfield-Vasona Junction	40	30
Narlon Spur	....	10

Yellow flags and lamps or slow boards will be placed one-quarter mile each side of structures or pieces of track over which speed of trains must not exceed 15 miles per hour, or rate of speed specified by bulletin, train order, or slow board.

Slow boards showing rate of speed and distance such rate of speed is to be maintained, placed at each end of following described pieces of track, and caution boards one-quarter mile distant from slow board.

SPECIAL SPEED RESTRICTIONS.

TRAINS MUST REDUCE SPEED AS FOLLOWS:	Distance	PASSENGER TRAINS			FREIGHT TRAINS		
		Miles per Hour	Minimum Time Min.	Minimum Time Sec.	Miles per Hour	Minimum Time Min.	Minimum Time Sec.
CARNADERO, 606′ east of M. P. 83 to 1706′ east of M. P. 83	1100′	30	0	25	30	0	25
BETABEL, 614′ west of M. P. 88 to 1054 west of M. P. 90	1.9 Miles	30	3	50	25	4	34
CHITTENDEN-LOGAN, East Switch of Chittenden to East Switch of Logan	1.4 Miles	30	2	50	25	3	22
ELKHORN, 274′ west of M. P. 102 to 2869′ west of M. P. 106	3.5 Miles	40	5	15	30	7	0
HARLEM, 528′ east M. P. 149 to 1308′ east M. P. 149	880′	40	0	15	30	0	20
ESPINOSA, 1760′ west of M. P. 154 to M. P. 154	1760′	40	0	30	30	0	40
ROCKY POINT, 996′ east of M. P. 155 to 695′ west of M. P. 156	3667′	25	1	40	25	1	40
BRADLEY, 1560′ west of M. P. 194 to 1940′ east of M. P. 194	3500′	25	1	30	25	1	36
PASO ROBLES, (east ot) 880′ east of M. P. 219 to M. P. 220	4400′	40	1	15	30	1	40
TEMPLETON, 522′ east of M. P. 221 to West Switch House Track at Templeton	2640′	30	1	0	20	1	30
ATASCADERO-HENRY, 1076′ east of M. P. 227 to 2522′ east of M. P. 227	1466′	40	0	25	30	0	33
HAVEL, 823′ east of M. P. 229 to 1703′ east of M. P. 229	880′	40	0	15	30	0	20
EAGLET, 2205′ east of M. P. 230 to 738′ east of M. P. 231	3813′	40	1	05	25	..	..
SANTA MARGARITA, M. P. 235 to Station at Santa Margarita	2640′	40	..	..	30	..	..
SANTA MARGARITA-GOLDTREE, M. P. 236 to M. P. 248	12 Miles	30	..	..	18	..	..
GOLDTREE-SAN LUIS OBISPO, Mile Post 248 to East Switch at Hathaway	3.5 Miles	40	..	..	18	..	..
EDNA, (West of) 1858′ west of M. P. 256 to 978′ west of M. P. 256	880′	40	0	15	30	0	20
P. C. R. R. Crossing, 130′ west of M. P. 259 to 2183′ west of M. P. 260	3300′	30	1	15	30	1	15
TIBER-PISMO, 880′ east of M. P. 261 to Mile Post 262	4400′	30	1	40	18	2	46
CALLENDER, Mile Post 268 to Mile Post 269	1 Mile	40	1	30	30	2	0
GUADALUPE, (East of) 2100′ west of M. P. 279 to 780′ west of M. P. 279	1320′	40	0	23	30	0	30
SCHUMAN, 1056′ west of M. P. 284 to 1056′ west of M. P. 286	2 Miles	40	3	0	30	4	0
CASMALIA WYE, 2640′ east of M. P. 286 to Mile Post 287	2640′	40	0	45	30	1	0
NARLON, (West of) 200′ east of M. P. 291 to 1520′ east of M. P. 291	1320′	40	0	23	30	0	30
TANGAIR, 792′ west of M. P. 296 to 528′ east of M. P. 296	1320′	40	0	23	30	0	30
AJAX, (West of) 265′ west of M. P. 300 to 615′ east of M. P. 300	880′	40	0	15	30	0	20
ARLIGHT, 2280′ west of M. P. 311 to 1107′ west of M. P. 311	1173′	40	0	20	30	0	27
ARGUELLO, 2200′ east of M. P. 311 to 1320′ west of M. P. 312	1760′	40	0	30	30	0	40
TUNNEL 12, 2061′ west of M. P. 316 to 1181′ west of M. P. 316	880′	40	0	15	30	0	20
JALAMA, (West of) 740′ east of M. P. 320 to 1620′ east of M. P. 320	880′	40	0	15	30	0	20
JALAMA-CONCEPCION, 690′ west of M. P. 322 to 630′ east of M. P. 323	1.3 Miles	40	1	53	30	2	30
SACATE, 1100′ east of East Switch Sacate to Alegria Canyon Bridge	3813′	40	..	..	30	..	..
TAJIGUAS, M. P. 346 to 1760′ east of M. P. 346	1760	40	0	30	30	..	..
ORELLA, 2640′ east of M. P. 347 to 880′ east of M. P. 348	3520′	40	1	0	30	1	20

	Miles per Hour
Through Redwood City	30
Over University Avenue, Palo Alto, through station platform to Lytton Avenue, approximately 600 feet west of University Avenue	20
Through San Jose, Gilroy, Santa Cruz and Watsonville	20
Through Salinas	8
Through Hollister	15
On curves New Almaden line	6
Through cross-overs and entering sidings	10

Passenger trains between San Luis Obispo and Santa Margarita, both directions, use minimum of 40 minutes running time.

Trains must not exceed 15 miles per hour in San Luis Obispo yard and for 1000 feet east of East switch San Luis Obispo yard.

Helper engines running light between San Luis Obispo and Santa Margarita maximum speed forward 22 miles per hour, backing 15 miles per hour.

Speed six (6) miles per hour over girder rail switch leading from main track to American Can Spur at 20th and Harrison Streets and six (6) miles per hour on crossing at 25th and Valencia Streets, San Francisco.

SPEED OF ENGINES.

Maximum speed of certain classes of locomotives running light must not exceed:

	Miles Per Hour	
	Forward	Backward
All passenger power	35	25
Consolidation	35	20
Moguls and 2300 class	35	20
Yard (six-wheel connected)	20	20

This except in territory where maximum speed is 25 miles per hour; then engines backing up must not exceed speed of 15 miles per hour in such territory. Where the maximum speed is 15 miles per hour, engines backing up must not exceed 10 miles per hour. In territory where speed is limited to 8 miles per hour, engines running backward must not exceed that speed.

Note—No type or class of engines when running light, forward, may exceed thirty-five (35) miles per hour.

2400, 3000, 1400 or 1500 class engines must not be used between Vasona Junction and Santa Cruz.

Maximum speed of following class of freight engines when used in passenger service:

Consolidated Engines—Forty-five (45) miles per hour.

Mikados (57-inch drivers)—

Mk. 2—Nos. 3200 to 3215 inclusive }
Mk. 4—Nos. 3216 to 3235 inclusive } Forty-five (45) miles per hour.

ENGINES OF THE 2-10-2 TYPE (NUMBERED 3653 AND UP) MUST NOT BE USED IN PASSENGER SERVICE. IN FREIGHT SERVICE ENGINES OF THIS TYPE MUST NOT EXCEED 35 MILES PER HOUR.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Max. speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
F1	3600 to 3652	63	44800 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

The above table is for the information of enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

26. RAILROAD CROSSING NOT INTERLOCKED.

Watsonville	**Pajaro Valley Consolidated Ry.**
Nashua	**Pajaro Valley Consolidated Ry.**

Approaching such crossings sound one blast engine whistle, then stop before crossing, sound two blasts whistle and proceed.

27. STRUCTURES LESS THAN STANDARD CLEARANCE, HEIGHT ABOVE TOP OF RAIL AT CENTER OF TRACK.

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore	Mariposa St. Bridge	21.8′	See Note 1
1.3	"	"	A.T.&S.F.R.R. Crossing	21.6′	
1.5	"	"	Tunnel 1	21.9′	7.0′
1.7	"	"	22nd Street Crossing	21.3′	See Note 2
1.9	"	"	23rd Street Crossing	21.3′	See Note 3
2.0	"	"	Tunnel No. 2	21.9′	7.0′
3.1	"	"	15th Avenue So	21.0′	See Note 4
3.4	"	"	Tunnel 3	21.9′	7.0′
4.2	"	"	Paul Ave	21.1′	See Note 5
4.6	"	"	Tunnel 4	21.4′	6.4′
7.7	Bayshore	So. San Francisco	" 5	21.9′	6.9′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose	Passenger Station	Station Building	20.1′	
120.5	Spreckels Jct	Spence	P. V. C. R. R. Crossing	21.5′	
200.6	Bradley	Nacimiento	Salinas River Bridge		7.6′
222.0	Templeton	Asuncion	Road Crossing	20.6′	8.3′
239.6	Cuesta	Thyle	Tunnel 6	18.8′	6.7′
240.2	Thyle	Serrano	" 7	18.7′	6.1′
240.6	"	"	" 8	19.1′	6.3′
240.9	"	"	" 9	18.9′	6.2′
241.7	"	"	" 10	18.0′	6.4′
245.8	Serrano	Chorro	" 11	18.8′	6.2′
251.1	Hathaway	San Luis Obispo	Road Crossing		7.6′
251.2	"	"	"	21.6′	7.6′
251.8	"	"	"	21.6′	7.9′
261.4	Tiber	Pizmo	Villa Creek, 2nd Crossing		8.2′
275.4	Bromela	Guadalupe	Santa Maria Bridge	20.1′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing		8.3′
301.9	Ajax	Surf	Santa Ynez River Bridge	21.7′	7.3′
318.3	Sudden	Jalama	Tunnel 12	19.2′	7.7′
334.4	Drake	Sacate	" 13	19.2′	7.7′
335.0	Sacate	Gaviota	Overhead Bridge		8.0′
358.2	Vilo	Ellwood	" Crossing		8.1′
368.0	Hope Ranch	Santa Barbara	" Bridge		7.9′

NOTES.

1.—Mariposa St. Bridge side clearance is 4.5 at a point 17.0 above top of rail on East Bound Main.

2.—22d St. Bridge " " 5.7 " " 16.2 " " " " " " and 6.1 at a point 17.2 above top of rail on West Bound Main.

3.—23d St. Bridge side clearance is 7.1 at a point 16.7 above top of rail on West Bound Main, and 6.2 at a point 16.7 above top of rail on East Bound Main, and 8.3 at every point from top of rail to a point 16.7 above top of rail on East Bound Main.

4.—15th Ave. Bridge side clearance is 5.7 at a point 16.1 above top of rail on West Bound Main, and 6.3 at a point 16.1 above top of rail on East Bound Main.

5.—Paul Ave. Bridge side clearance is 6.1 at a point 19.0 above top of rail on West Bound Main and 7.1 at a point 19.0 above top of rail on East Bound Main.

SAN BRUNO BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
3.0	Valencia Street	Bernal	Dolores Street Bridge	19.1′	7.0′
3.6	Bernal	Elkton	Spring Valley Pipe Crossing	21.3′	
3.7	Bernal	Elkton	St. Charles St. Crossing	21.4′	
5.6	Elkton	Rup	Road Crossing		7.4′
5.7	"	"	Mt. Vernon Ave. Crossing	20.3′	8.4′

LOS GATOS LINE—VASONA TO SANTA CRUZ.

M.P.	East of	West of	Description	Height	Side Clearance
32.4	Mayfield	Congress Jct	Trolley Poles		7.5′
45.3	"	" "	" "		7.5′
62.0	Wright	Laurel	Tunnel 1	19.9′	7.1′
64.0	Laurel	Glenwood	" 2	19.8′	6.9′
66.0	Glenwood	Clems	" 3	20.2′	7.2′
69.3	Meehan	Olympia	" 4	21.3′	7.2′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.2′	7.5′
74.1	"	"	Tunnel 5	16.8′	5.5′
75.5	Rincon	Golf Links	Road Crossing	21.0′	
78.2	Eblis	Park Street	Tunnel 6	17.2′	5.5′

WATSONVILLE JCT.—SANTA CRUZ BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
79.4	Santa Cruz	Seabright	Road Crossing	17.7′	
80.1	"	"	San Lorenzo River Bridge		7.5′
90.1	Leonard	Manresa	Road Crossing	19.7′	7.8′

MONTEREY BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
113.5	Nashua	Neponset	Salinas River Bridge		7.4′
123.5	Seaside	Del Monte	Foot Bridge	21.1′	

LICK—NEW ALMADEN BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3′	6.8′

BOULDER CREEK BRANCH

M.P.	East of	West of	Description	Height	Side Clearance
72.3	Felton	Lime Kiln	San Lorenzo River Bridge	19.3′	7.3′
76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7′	8.0′
78.5	Brookdale	Harris	5th " " "	21.8′	7.9′

Between San Francisco and South San Francisco employes riding on top of closed cars should take position on running board or to side next to adjoining track and must not ride on side of cars at above places. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

Steam shovels must not be moved in train without the "A" frame being lowered. All boom derricks must have booms lowered and secured.

28. JUNCTION SWITCHES.

BERNAL. Normal position of east switch will be for passing track, and any train using Ocean View line must stop and throw.

CHITTENDEN. Track nearest County Road and parallel thereto is the property of the California Central Railroad. Track between that track and main track, Southern Pacific Company, is used as an interchange track between the two companies and is accessible from Southern Pacific Company main track at east end. Southern Pacific Company engines must not use tracks of California Central Railroad.

Extreme west switch at Del Monte Junction will be the junction switch for Del Monte Junction-Pacific Grove Line.

Switch located 600 feet east of Felton station on the Boulder Creek Branch siding will be junction switch for the Felton-Boulder Creek line.

Normal position of switch at Vasona Junction will be for Campbell and Los Gatos line and signal 516 will not assume proceed position until this switch is lined for the Los Altos- Los Gatos line.

Normal position of signal 518 will be proceed.

Switch at Felton must be left set, making track from Vasona Junction to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line. S. P. Co. train No. 202 has right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles per hour over joint track, all other S. P. Co. trains must first come to a stop before going on joint track and send flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flagman ahead until he has reached the end of joint track. All such S. P. Co. trains must be protected to the rear as per Rule 99.

29. WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

KIND OF CAR	Average Wts.—Pounds		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
Baggage—(Dynamo)		101,000	
Baggage and Mail	75,000	122,000-69′ 97,000-60′	92,000
Baggage and Passenger	65,000		
Buffet		131,000	122,000
Buffet—(Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Horse Express	79,000		
Observation	122,000	144,000	128,000
Postal		111,000-60′ 72,000-40′	
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142 000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		
Am. Ry. Express Refrs. 40 to 154.			78,000
" " 155 to 224.			89,000
" " 500 to 506.			110,000
" " 1101 to 1175.			85,000
" "			
" "			
N. P. " "	60,000		74,000
G. N. " "	70,000		

30. YARDS.

Yards are established at the following stations:

San Francisco
Redwood Jct.
San Jose
Gilroy
Watsonville Jct.
Salinas
San Ardo
Paso Robles
San Luis Obispo
Surf
Felton
Santa Cruz
Santa Barbara

Rules 93 and 93-D are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

First paragraph, Rule 92, will not apply Santa Barbara.

San Francisco. Movements of stock between Bayshore, Union Stock Yards, and Miller & Lux Yard will be handled into Union Stock Yard from westward main track through switch which is located 300 feet west of Tunnel No. 3, and following rules will govern movement:

When moving into or out of Union Stock Yards through switch which is located 300 feet west of west portal of Tunnel No. 3 on westward main track, following must be complied with:

On inbound movements, cars may be handled.

On outbound movements, cars must not be handled.

YARDS—Continued

Flagman must be left at Signal No. 45, which is located 500 feet east of east portal of Tunnel No. 3, complying with Rule No. 99.

Engine taking stock into stock track must line main track switch and derail normal promptly, lining derail last.

Coming off stock track, derail must be lined first, then eastward main track switch of crossover line for crossover, then wait five minutes, then line westward main track switch of crossover for crossover, then line stock track switch to come off stock track. When switches are lined normal after engine has crossed over, eastward main track switch of crossover must be lined normal last, complying with Rule No. 99.

On double indicator, which is located near derail, eastward indicator will show stop, after a westward train has passed center of Tunnel No. 4 on westward main track and remain at stop until this train has passed signal No. 39 at east end of viaduct and westward indicator will show stop after an eastward train has passed signal No. 32 near center of viaduct on eastward main track, and remain at stop until this train has passed signal 44, five hundred feet east of east portal of Tunnel No. 3.

Any of the switches above referred to must not be changed from normal if either or both of the indicators show stop.

If either or both of the indicators are out of order and are continuously at stop, engine from stock track can come on main track under flag protection only.

When Santa Fe are operating tracks in this vicinity, Southern Pacific must protect all movements as per rule.

Santa Cruz Yard. All westward passenger trains take siding. Normal position of switch at east end of yard, 150 feet west of overhead wagon bridge will be for siding.

Watsonville Junction Yard. Unless otherwise instructed by yardmaster, eastward passenger trains will take siding on what is known as the Middle track, initial switch of which is at signal 1002. Westward passenger trains hold main track to signal 1001. Eastward freight trains use middle track from signal 1002. Westward freight trains use main track to signal 1001, which is located just east of freight yard lead.

San Luis Obispo Yard. Unless otherwise instructed by yardmaster, westward passenger trains will hold main track. Eastward passenger trains take siding.

Casmalia. Normal position of west wye switch in siding. Line for wye and switch in lead to spurs of A. O. Co. Keep line for west leg of wye.

31. CROSS-OVER ON DOUBLE TRACK.

San Francisco, 100 feet west of West Portal Tunnel No. 3, South San Francisco, Tanforan "Y," San Bruno, Aqua, Millbrae, Broadway, Burlingame, San Mateo, Belmont, Redwood City, Redwood Jct., 100 feet east of East Switch leading to Dumbarton "Y," Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara.

At Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

When using cross-overs, wait five (5) minutes after switches are thrown before crossing over. When automatic block signals in each direction, not less than one-half mile distance, can be seen in stop position, crossover may be made without waiting five (5) minutes.

Rule 99 must be complied with in both directions before crossing over.

32. FLAGGING EXCEPTIONS.

San Jose. Westward first-class trains, having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains, standing at San Jose Passenger Station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains.

33. HELPER ENGINES.

Train Orders—Copies to Helper Engineer. (a) When the helper engine is to be coupled into train, copy of all orders affecting movement of the train at or beyond point from which the helper is to be used, must be delivered to each helper engineer before leaving point at which coupled into train. If helper engine is picked up at a closed or non-telegraph station, a copy of orders affecting movement of train at or beyond that station and a copy of clearance card must be delivered to conductor of train at a preceding open telegraph office for delivery to helper engineer before leaving station at which cut in.

(b) Westward freight trains with helpers cut in, when not required to take siding at Santa Margarita, will stop with the "cut in helpers" clear of the east passing track switch, head helper to remain coupled to assist road engine in taking the head end cut to clear, remain coupled and assist in backing to a coupling, regardless of the amount of tonnage handled in the head cut or the ability of the road engine to back it up. After backing up and coupling, head helper cut off go through the link to the house.

(c) If to take siding, and have sufficient time, same stop for the purpose of cutting out "cut in helper" should be made, head end pulling in on siding, head helper to assist in backing to a coupling, then cutting off, going through link from siding to main track.

(d) In case of insufficient time to make these moves when meeting train at Santa Margarita, all engines remain in train and pull in on siding, practically the same moves, however, to be made, i.e., after train has been met, westward train would back up to clear the link switch, between siding and main track, head end pull west, "cut in helpers" cut out head end with head helper still coupled, back to a coupling, head helper cut off and clear.

34. ONE TORPEDO.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, not exceeding six (6) miles per hour in the manner prescribed by Rule 13 special instructions.

(b) If track is seen to be clear or (within automatic block limits) if signals indicate "PROCEED," train may proceed, but will run under control not exceeding six (6) miles per hour for a distance of one-half mile.

35. RED FUSEE.

On single track, fusee burning red on or near the track must not be passed until it is burned out.

On double track lines when trains find a fusee burning red on the right hand or engineer's side (in the direction of the current of traffic), train must stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until the track is known to be clear.

In double track territory, fusee burning red will not apply to the track on which a train is running if displayed beyond the first rails of adjoining track.

36. RED LIGHT, RED FLAG.

When a train encounters a red light or a red flag, unattended, they will protect rear and flag ahead one-half mile, stop signal to be acknowledged by two short blasts of whistle.

37. STREET CROSSINGS.

Street crossings must not be blocked for more than five (5) minutes; particular attention must be given at San Mateo, Redwood City and Gilroy. Cars must not be left in streets at Redwood City or Watsonville. Standing cars must be left when practicable 100 feet each side of crossing.

38. AUDIBLE SIGNALS (RULE 14).

At **Redwood Junction** trains on Dumbarton line only and at **Santa Clara** and **College Park** trains on Western Division tracks, when calling in flagmen from the west, will sound four long and one short (——— ——— ——— ——— o) blasts of the whistle and when calling in flagman from the east will sound six long (——— ——— ——— ——— ——— ———) blasts of the whistle. This exception in order to avoid confusion between Coast and Western Divisions.

39. CROSSING FLAGMEN.

Crossing Flagmen will be on duty on crossings on Ocean View Line between 22d and Harrison Streets and Ocean Avenue, San Francisco, and Ocean Avenue and Sickles Avenue, Ocean View, between the hours of 6 A. M. and 7:45 A. M. only. Any trains or switch engines via this line between other hours must protect each crossing with flagman passing ahead of train.

40. MISCELLANEOUS.

(a) At San Francisco and Bayshore, enginemen will register and compare time with the standard clock before leaving roundhouse.

(b) Headlights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree, and Wright and Santa Cruz.

(c) Engines on trains of twenty cars or over must be cut off before taking water.

(d) When engine has been cut off from train to take water, flag to telegraph station, or in doubling where balance of train is left on main track as a precaution, place one torpedo on rail 600 feet from remaining portion of train in addition to flagman.

(e) Engines on eastward passenger trains standing at station San Jose and 3rd Street Station, San Francisco, will dim headlights.

(f) Bay Development Company will do switching at Lapis, S. P. Co. trains going on this spur must protect.

(g) Granite Rock Company will do switching at Logan, within switches; S. P. Company trains will protect.

(h) Engines can take an emergency supply of water from stand-pipe opposite section house at Neponset, Chualar, Menlo Park (on spur).

(i) Consolidation engines must not be turned on Spreckels Junction wye.

(j) Narlon spur takes off to Narlon siding and is 4.3 miles long. A spur of 19-car capacity known as Marshall is 2.3 miles from Narlon and a spur known as Graham is 4.0 miles from Narlon. This is an industry track used during harvest to handle beets.

(k) Trains going to Loma Prieta sound one long blast of whistle before entering yard Loma Prieta Lumber Company to give warning to Lumber Company's men of arrival.

(l) Westward trains, arriving at Redwood Junction at time in early morning when impossible to get out of Redwood account morning passenger trains, will stop east of the Middlefield road crossing in order that local crew will not be delayed in switching spurs leading off Western Division main track.

(m) The tonnage of any train between summit in Tunnel 6 (located between Cuesta and Thyle) and San Luis Obispo or Santa Margarita and on the Los Gatos line between Glenwood and Los Gatos and Glenwood and Eblis, must not exceed 115 M's per operative brake.

(n) All moves across highway, while working E. B. & A. L. Stone Co.'s spur at Coyote, must be protected by man on crossing.

(o) Wooden frame tank cars, 10,500 gallons capacity, must not move over following territory: between Campbell and New Almaden, between Hollister and Tres Pinos, or tank cars of any description, over 8000 gallons capacity; between Lick and New Almaden, between Aptos and Loma Prieta.

(p) That part of the third paragraph of Rule 221-A reading: "the trainmen will relight the signal" is cancelled.

(q) Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

(r) Trains taking siding at Casmalia will use siding on opposite side of main track from station building unless otherwise directed.

(s) Engineers of eastward trains Glenwood line sound crossing whistle just before entering Tunnel No. 6.

41. FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

LOCATION	NAMES	TITLES	DISTRICTS
San Francisco...	Dr. F. K. Ainsworth....	Chief Surgeon and Manager...........	Pacific System.
" ...	Dr. W. B. Coffey........	Division Surgeon......	San Francisco.
" ...	Dr. J. H. O'Connor.....	District Surgeon......	"
" ...	Dr. S. J. Gardner.......	" "	"
" ...	Dr. G. R. Carson........	" "	"
" ...	Dr. G. H. Willcutt......	Aurist................	"
" ...	Dr. H. B. Graham......	Consulting Aurist.....	"
" ...	Dr. Wm. F. Blake.......	Oculist...............	"
Daly City......	Dr. H. B. Dixon........	District Surgeon......	Daly City.
So.San Francisco	Dr. F. S. Dolley........	District Surgeon......	Ocean View and Millbrae
Ocean View.....	Dr. Mary Dangel........	Emergency Surgeon...	Ocean View.
San Mateo......	Dr. Wood C. Baker.....	District Surgeon......	Millbrae and Belmont.
Redwood City...	Dr. J. L. Ross...........	" "	Belmont and Atherton
Mayfield.........	Dr. J. M. Fisher.........	Emergency Surgeon..	Mayfield
Palo Alto........	Dr. L. E. Phillips.......	District Surgeon......	Atherton and Mayfield
Campbell.......	Dr. W. I. Merrill........	Emergency Surgeon...	Campbell.
Los Gatos.......	Dr. R. P. Gober.........	District Surgeon.....	Campbell and Glenwood.
Brookdale.......	Dr. W. A. Phillips... ..	" "	Felton and Boulder Creek.
Santa Cruz......	Dr. P. T. Phillips.......	" "	Aptos and Glenwood.
Santa Cruz.....	Dr. A. Phillips..........	Asst. Dist. Surgeon...	Aptos and Glenwood.
Mountain View..	Dr. A. H. McFarlane....	District Surgeon......	Mayfield and Lawrence.
Santa Clara.....	Dr. J. I. Beattie.........	" "	Lawrence and San Jose.
San Jose.........	Dr. D. A. Beattie........	" "	Santa Clara, Campbell.
"	Dr. E. F. Holbrook.....	" "	Milpitas and Coyote.
Morganhill......	Dr. W. D. Miner........	Emergency Surgeon	Morganhill.
Gilroy...........	Dr. J. W. Thayer.......	District Surgeon......	Coyote and Chittenden.
Hollister........	Dr C. W. Merrill........	" "	Carnadero and Tres Pinos.
Watsonville.....	Dr. S. C. Rodgers.......	" "	Chittenden and Aptos.
"	Dr. F. H. Koepke.......	" "	" "
Pacific Grove....	Dr. H. M. Hoyt	" "	Del Monte Junct. and Lake Majella.
Salinas..........	Dr. T. C. Edwards......	" "	Elkhorn and Gonzales.
Gonzales........	Dr. E. W. Bingaman....	Emergency Surgeon...	Gonzales.
Soledad.........	Dr. Geo. A. Starbird....	District Surgeon......	Gonzales and King City.
King City.......	Dr. C. T. Bullard.......	" "	King City.
San Miguel......	Dr. Wm. McNaul........	" "	King City and Wellsona.
Paso Robles.....	Dr. R. O. Dresser.......	" "	Wellsona and Asuncion.
San Luis Obispo	Dr. W. M. Stover........	" "	Serrano and Oceano.
" "	Dr. H. A. Gallup	" "	" "
" "	Dr. C. P. Proudfoot....	Oculist and Aurist	" "
Guadalupe......	Dr. J. H. Franklin......	District Surgeon......	Oceano and Concepcion.
Lompoc.........	Dr. L. E. Heiges........	" "	Surf and Lompoc.
Santa Barbara...	Dr. G. S. Lovern	" "	Concepcion and Carpinteria.
" "	Dr. R. M. Clarke	" "	" "
	COMPANY HOSPITALS.		
San Francisco...	General Hospital...........................		Hayes and Baker Sts.
"	Emergency Hospital........................		Third and King Streets.
Bayshore........	Emergency Hospital........................		Bayshore Shops...................

49. RATING OF LOCOMOTIVES—COAST DIVISION.

For Through and Local Trains in Ms of 1000 lbs. Back of Tender.

Revised for August, 1921.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco and Watsonville Jct. *Santa Maragrita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo to Santa Barbara
E-2	E-69 18/24 59	1372, 1373, 1375	150	1540	1340	350	310	870
E-2	E-69 18/24 61	1374, 1376 to 1381	150	1540	1340	340	300	860
E-23	E-73 20/24 89	1434 to 1443	190	2320	2020	530	470	1310
E-23	E-73 20/24 92	1445 to 1458	190	2320	2010	530	470	1300
E-24	E-63 18/26 74	1464 to 1467, 1469, 1471, 1482	165	1790	1560	420	370	1020
E-25	E-63 18/26 69	1473, 1479	160	1880	1630	470	420	1080
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	1740	1510	470	360	990
E-25	E-63 18/26 71	1468	150	1740	1510	420	380	1000
E-25	E-63 18/26 70	1476	160	1880	1640	410	420	1090
E-27	E-73 20/26 113-S	1526 to 1540 (Superheated)	210	2800	2430	670	600	1600
E-27	E-73 20/26 100	1526 to 1540 (Saturated)	200	2580	2250	630	560	1480
M-4	M-63 20/28 126	1615 to 1719	190	2950	2570	780	700	1730
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1784, 1786 to 1789 Superheated	200	3630	3170	990	890	2150
M-6	M-63 21/28 144	1791, 1792, 1794 to 1797, 1799 to 1803 Saturated	195	3370	2940	910	820	2140
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	3830	3350	1050	950	2270
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	3450	3010	930	830	2030
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	1930	1680	490	440	1120
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183						
T-10	T-57 18/24 86	2134 to 2152	160	1910	1670	480	430	1110
T-9	T-57 18/24 96	2155, 2175, 2180	170	2050	1790	520	460	1190
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	1930	1680	490	440	1120
T-2	T-63 19/24 105	2221 to 2234	160	1960	1700	460	410	1110
T-1	T-63 20/26 112	2235 to 2273	180	2660	2320	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	3380	2950	860	770	1960
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	3260	2840	830	740	1890
T-23	T-63 21/28 144	2301 to 2308, 2310	200	3450	3010	930	840	2030
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	4190	3660	1150	1040	2480
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	3790	3310	1020	920	2230
T-31	T-63 22/28 162-S	2353 to 2362	200	3970	3470	1080	970	2340
P-1, P-3	P-77 22/28 141-S	2400 to 2437 (Superheated)	210	3490	3030	860	770	2010
P-1, P-3	P-77 22/28 141	2400 to 2437 (Saturated)	200	3190	2770	760	680	1820
P-6	P-77 25/28 172-S	2453 to 2458	200	4310	3760	1090	970	2490
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2836, 2839 to 2857 (Superheated)	210	4590	3970	1280	1150	2710
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2836 (Saturated)	200	4080	3530	1110	1000	2400
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	4130	3440	1160	1050	2400
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)						
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	3960	3300	1100	990	2300
C-4	C-57 22/34 176	2612 to 2623 (Saturated)						
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	4620	4000	1310	1190	2750
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)						
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	4110	3560	1140	1030	2430
C-5	C-57 22/30 178	2680 to 2693 (Saturated)						
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210	4590	3970	1280	1160	2710
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200	4080	3530	1110	1000	2400
TW-3	TW-50 20/26 120	2933 to 2939, 2941 to 2945	170	2920	2530	810	730	1730
TW-2	TW-50 20/26 118	2946 to 2953	170	2910	2520	800	720	1720
A-1	A-84 $\frac{15-25}{28}$ 110	3000 to 3009	200	2240	1940	460	400	1240
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	2780	2410	630	550	1560
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	2520	2190	550	480	1410
MK-5, MK-6	MK-63 26/28 210-S	3236 to 3270	200	5600	4890	1540	1390	3310
T-32	T-69 23/28 174-S	2363 to 2370	200	4080	3560	1060	950	2380
T-32	T-69 23/28 174-S	2371 to 2378	210	4320	3770	1140	1030	2530
Allowance for Empty and Under-Loaded Cars		Under 40 M's		6	6	3	3	3
		40 to 50 M's		3	3	0	0	0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

50. MILEAGE.

MAIN LINES.

San Francisco to Santa Barbara	S. P. R. R.	365.45	
End Western Div. to San Jose	C. P. Ry.	.32	
End Western Div. to College Park	S. P. C. Ry.	1.37	
Total Main Line			367.14

BRANCHES.

Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Sta. Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P R. R.	Aptos to Loma Prieta	3 70	
Lompoc	S. P. R. R.	Surf to Lompoc	10.36	
Los Altos	S P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19 56	
Santa Cruz	S. P. R. R.	Watsonville Jct. to SantaCruz	20.18	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno.	13.13	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S P. R. R.	Spreckels Jct. to Spreckels.	2 82	
Tres Pinos	S. P R. R.	Carnadero to Tres Pinos.	18.30	
Total Branches				179.82
Total Coast Division				546.96

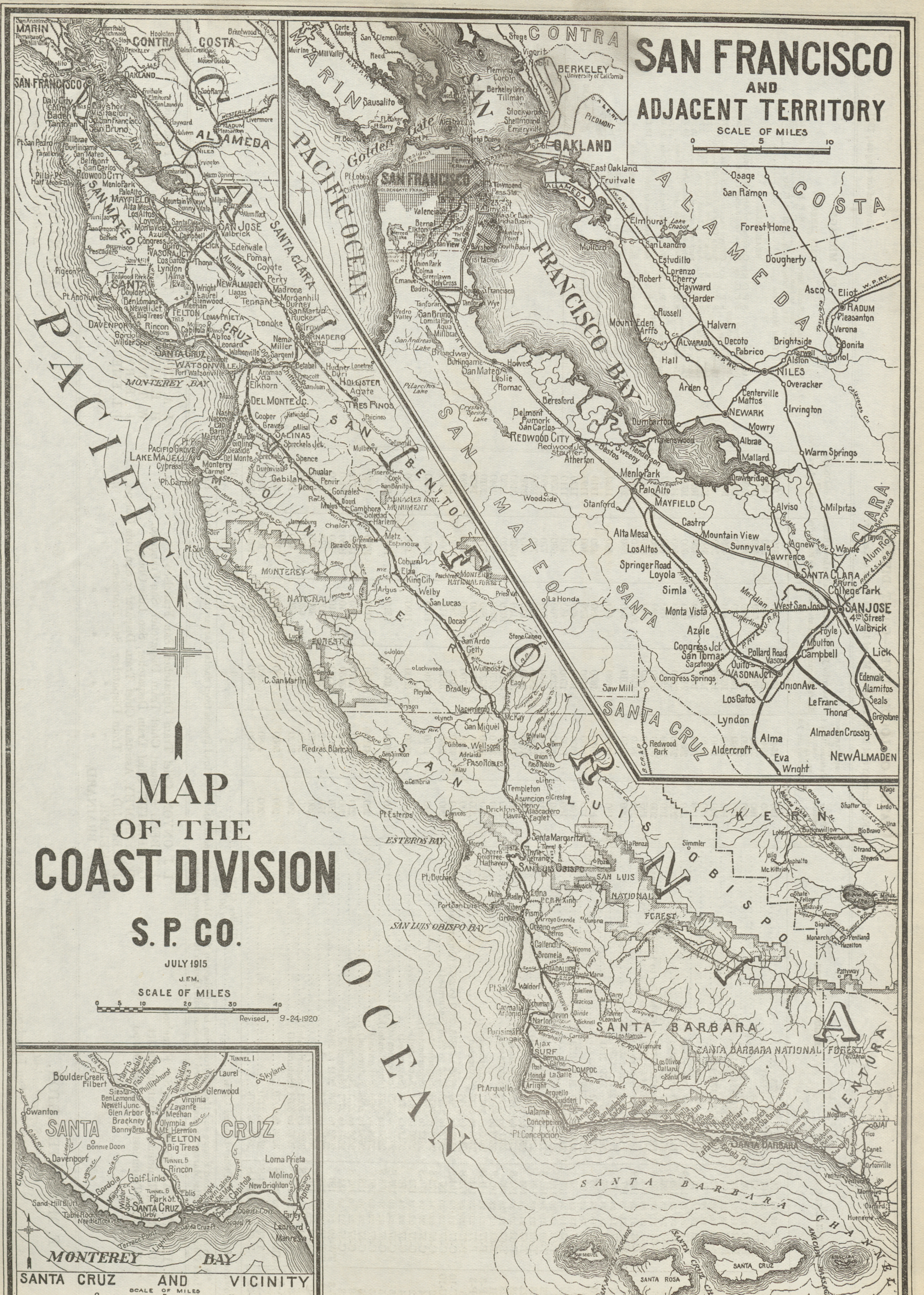
J. D. BRENNAN, Trainmaster, San Francisco.
L. C. GRAM, Trainmaster, Watsonville Jct.
T. J. FOLEY, Trainmaster. San Luis Obispo

I. J. ONYON, Chief Train Dispatcher, San Francisco
J. T. BELL. Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
D. W. BROPHY, Assistant Chief Train Dispatcher. San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, " " " "
A. S. BRAINARD, " " " "

J. A. STONE, Train Dispatcher, San Francisco.
H. E. LEVERIDGE, " " San Luis Obispo.
W. T. MASENGILL, " " " " "
J. LEARY, " " " " "
J. L. EMERY, " " " " "

F. M. WORTHINGTON,
Superintendent,
San Francisco.

E. R. ANTHONY,
Assistant Superintendent,
San Francisco.



MAP OF THE COAST DIVISION

S.P. CO.

JULY 1915

J.F.M.

SCALE OF MILES

Revised, 9-24-1920

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES

SANTA CRUZ AND VICINITY

SCALE OF MILES

0
5
10
20
30
40
PACIFIC OCEAN
CALIFORNIA
SAN FRANCISCO
OAKLAND
BERKELEY
University of California
Golden Gate
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
KERN
VENTURA
SAN FRANCISCO BAY
MONTEREY BAY
ESTEROS BAY
SAN LUIS OBISPO BAY
SANTA BARBARA CHANNEL
SANTA CRUZ CHANNEL
ANACAPA PASSAGE
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
PINNACLES NAT. MONUMENT
SAN JOSE
REDWOOD CITY
PALO ALTO
MAYFIELD
NILES
NEWARK
SANTA CLARA
NEW ALMADEN
VASONA JCT.
FELTON
SANTA CRUZ
WATSONVILLE JCT.
DEL MONTE JC.
SALINAS
HOLLISTER
TRES PINOS
PACIFIC GROVE
LAKE MAJELLA
Monterey
King City
San Lucas
San Ardo
Bradley
San Miguel
PASO ROBLES
Templeton
Santa Margarita
San Luis Obispo
Pismo
Oceano
Guadalupe
Santa Maria
Surf
Lompoc
Concepcion
Pt. Concepcion
Santa Barbara
Ventura
Oxnard
Hueneme
Piedras Blancas
Pt. Sur
Pt. Arguello
Davenport
Boulder Creek
Big Trees
Capitola
Aptos
Los Gatos
Saratoga
Gilroy
Pleasanton
Livermore
Hayward
San Leandro
Fruitvale
Emeryville
Sausalito
Mill Valley
Tiburon
Pt. Bonita
Pt. Lobos
Golden Gate Park
Colma
San Bruno
Burlingame
San Mateo
Belmont
San Carlos
Menlo Park
Stanford
Mountain View
Sunnyvale
Lawrence
Campbell
Monta Vista
Cupertino
Alviso
Milpitas
Warm Springs
Irvington
Centerville
Decoto
Radum
Dumbarton
Half Moon Bay
Pt. San Pedro
Pescadero
La Honda
Woodside
Laurel
Glenwood
Zayante
Olympia
Mt. Hermon
Rincon
Loma Prieta
Swanton
Bonnie Doon
Golf Links
Sand Hill Bluff
Table Rock
Soquel
New Brighton
Manresa
Seabright
Tunnel 1
Tunnel 5
Tunnel 6
Pajaro
Aromas
Chualar
Gonzales
Soledad
Metz
Coburn
Camphora
Spence
Castroville
Moss
Carmel
Pt. Carmel
Cayucos
Morro
Guadalupe
Betteravia
Los Alamos
Los Olivos
Naples
Gaviota
Ellwood
Goleta
Montecito
Carpinteria
Rincon
Ojai
Santa Paula
Fillmore
Camarillo
Montalvo
Saticoy